



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

December 7, 1997 - December 13, 1997

Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
- VI Joint Aircraft System/Component Code Table

ISSUE: 97-50



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

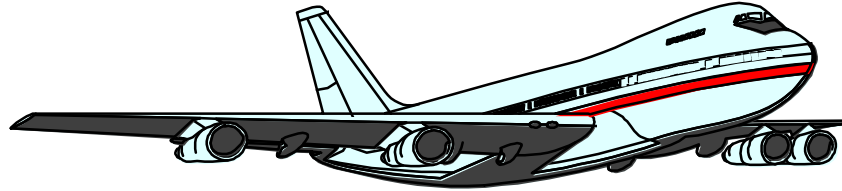
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

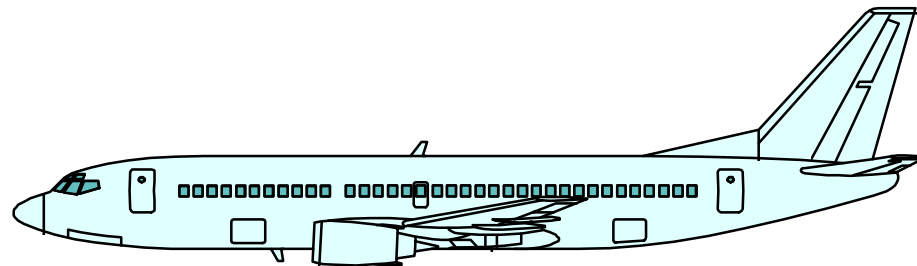
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SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

12/7/97 - 12/13/97 ISSUE: 97-50 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7170			PWA PW123			VALVE 3034038	MISSING PARTS FUEL DRAIN	92	9/10/97 CA970923011
*****	(CAN) DURING A SCHEDULED 100 HOUR INSPECTION OF THE NR1 ENGINE, THE FUEL DRAINS OF THE COMBUSTION CHAMBER WERE FOUND DISCOLOURED AS WELL AS ONE FLEX HOSE BURNT FROM THE INSIDE OUT. INVESTIGATION FOUND THE INTERNAL PARTS OF THE VALVE WERE MISSING.								
7250			PWA PW4060			TURBINE BLADE	FRACTURED STAGE 2	9156	9/4/97 CA971016012
*****	(CAN) IN CRUISE AT FL370 WHEN CREW APPLIED CLIMB POWER TO ASCEND TO FL390- HIGH SPEED SPOOL (N2) OF- NR2 ENGINE SUDDENLY DROPPED FROM CLIMB SPEED TO ZERO RPM. FOLLOWED BY HIGH VIBRATIONS. CREW FOLLOWED ENGINE SHUTDOWN PROCEDURES &- A/C WAS DIVERTED. STAGE 2 TURBINE BLADE FAILURE WAS SUSPECTED &- ENGINE WAS REPLD. AFTER ENGINE DISASSY,- STAGE 2 BLADE FRACTURE WAS CONFIRMED. THIS TYPEOF FAILURE, CAUSED BY ATMOSPHERIC DIRT & COMBUSTION BY-PRODUCTS ATTACKING- BLADE MATERIAL, IS AN INDUSTRY PROBLEM ON- PW4000-94/100 PHASE 3 ENGINES.- AIRLINE SUBMITTING THIS RPT STATES THAT-Y HAVE HAD TWELVE OTHER ENGINE SIMILARLY AFFECTED & ALL SUSPECTED ENGINES IN- FLEET WERE REPLD & MODIFIED TO ELIMINATE- PROBLEM.								
7310			PWA JT9D7R4D			FUEL LINE 80466801	LEAKING FCU & XMITTER		11/25/97 CA971016011
*****	(CAN) CLIMBING THROUGH 16,000 FEET- CREW NOTICED POOR CLIMB PERFORMANCE & FOUND NR1 ENGINE OP AT 1.07 EPR (NR2 ENGINE OP AT 1.38 EPR). AFTER CHECK LIST COMPLETED, POWER LEVER REDUCED TO IDL E &- NR1 ENGINE FLAMED OUT. RESTART ATTEMPT WAS UNSUCCESSFUL,- A/C RETURNED TO POINT OF DEPARTURE WHERE A SINGLE ENGINE LDG WAS CARRIED OUT. POST FLT MAINT INSP FOUND- FUEL SUPPLY LINE (PIPE) BETWEEN- FUEL CNTL UNIT (FCU) &- FUEL FLOW XMITTER LEAKING AT- XMITTER CONNECTION.- PIPE WAS REPLD. A CHECK OF ENGINE RECORDS SHOW- ENGINE WAS RELEASED FRO M- POWER PLANT SHOP IN MAY 97, WHEN- FUEL PIPE WAS INST.- EXACT CAUSE OF- FAILURE COULD NOT BE DETERMINED.								
3244		AIRBUS A320211				WHEEL ASSEMBLY 32200011	SEPARATION NR1 TIRE		8/30/97 CA970922025
*****	(CAN) ON ROTATION A LOUD BANG WAS HEARD ACCOMPANIED WITH SEVERE VIBRATION ON LEFT ENGINE. LANDING GEAR RETRACTED, LEFT ENGINE THROTTLED BACK TO IDLE AT 500 FEET, ALL PARAMETERS NORMAL. ENGINE KEPT AT IDLE AND AIRCRAFT RETURNED TO DEPARTURE POINT. MAINTENANCE DISCOVERED NR1 TIRE TREADS HAD SEPARATED AND WERE INGESTED INTO LEFT ENGINE AND DAMAGED SEVERAL BLADES. NR1 TIRE AND WHEEL ASSEMBLY REPLACED. FAN BLADE ASSEMBLY OF NR1 ENGINE REPLACED. ALSO BORESCOPE CHECK CARRIED OUT OF ENGINE COMPRESSOR ASSEMBLY FOLLOWED BY ENGINE VIBRATION CHECK, NOSE WHEEL STEERING CHECK HYDRAULIC POWER TRANSFER UNIT CHECK AND OVERWEIGHT LANDING CHECK. ALL CHECKED SERVICEABLE.								
2840 JZBR	404VL 158	AMD FALCON900				CONNECTOR 162J	BROKEN FUEL QUANTITY	687	11/4/97 97ZZZX5091
*****	AIRCRAFT READ ZERO ON GROUP THREE FUEL QUANTITY. TROUBLESHOT TO A BROKEN WIRE ON 162J CONNECTOR. WHEN CONNECTOR WAS REMOVED, THE POTTING COMPOUND WAS DISINTEGRATING. SUBMITTER STATED TWO OTHER CASES OF SAME PROBLEM ON SAME CONNECTOR.								
3416 AMCR	254DV 085	AMD FALCON50M				ALTIMETER 804710	ERROR STANDBY ALT		10/9/97 97ZZZX5031
*****	UPON RECEIVING AN OVERHAULED STANDBY ALTIMETER, INSPECTION REVEALED THE DIGIT INDEXING TO BE 1,000 FEET OFF. FIELD ELEVATION SETTING INDICATED THE PROPER BAROMETRIC PRESSURE (780 FEET, 3014 HG), BUT ROTATING THE KNOB UP TO 1,000 FEET SHOWED THE DIGITS READING 0,000. PART RETURNED. THIS UNIT HAD AN OVERHAULED DATE OF 8-22-97.								
3830 YL1R	72WS 14	AMD FALCON900				DRAIN CABLE 5583112140	DISPLACED FWD LAVATORY	155	11/14/97 97ZZZX5043
*****	CREW ON TAXI CHECKING FLIGHT CONTROL MOVEMENT NOTICED A RESTRICTION IN RUDDER MOVEMENT. THE RUDDER WAS LIMITED TO APPROXIMATELY HALF TRAVEL TO THE LEFT AND A LOUD CLUNKING NOISE WAS HEARD WITH THE APPLICATION OF RIGHT RUDDER PEDAL. THE NOISE SEEMED TO BE COMING FROM UNDER THE FORWARD LAVATORY FLOOR. THE AIRCRAFT RETURNED TO DFJC MAINTENANCE AREA FOR AN INVESTIGATION, FOUND FORWARD LAVATORY DRAIN CABLE RESTING AGAINST TORQUE TUBE FOR RUDDER RESTRICTING FULL MOVEMENT.								

SIGNIFICANT OCCURRENCE REPORT (cont'd)

12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7110		BEECH 1900D	PWA PT6A67D			LATCH	NOT SECURED RT ENG COWLING		3/4/97 AU970335
*****	(AUS) RH ENGINE UPPER FRONT COWL SEPARATED FROM THE LOWER COWL AT THE FRONT LH COWL HOOK - INVESTIGATION FOUND THAT THE COWL HAD BEEN INCORRECTLY LATCHED - PERSONNEL/MAINTENANCE ERROR								
7210		BEECH 200BEECH	PWA PT6A41			PLANETARY GEAR 310152501	SEPARATED REDUCTION GEARBOX2370		6/29/97 CA970916003
*****	(CAN) DURING FLIGHT A CHIP DETECTOR LIGHT CAME ON NR2 ENGINE. THE ENGINE WAS SHUTDOWN AND THE FLIGHT CONTINUED TO DESTINATION. POST FLIGHT INSPECTION FOUND METAL IN THE OIL FILTER. THE ENGINE WAS SENT FOR INVESTIGATION AND DISASSEMBLY OF THE REDUCTION GEARBOX ASCERTAINED THE MAIN DAMAGE AND PROBABLE SOURCE OF THE METAL PARTICLES ON THE CHIP DETECTOR WAS A PIECE OF METAL MISSING FROM THE END OF ONE TOOTH ON ONE OF THE 1ST STAGE PLANET GEARS. THIS WAS NO DISCOLORATION OF THE CARRIERS OR OTHER COMPONENTS INDICATING LACK OF LUBRICATION. CLOSER INSPECTION OF THE 1ST STAGE PLANET GEARS AND THE SUN GEARS REVEALED SIGNIFICANT SPALLING ON THE TEETH, WHICH LED TO FAILURE AND METAL CONTAMINATION.								
7250		BEECH 65A90	PWA PT6A20		PWA 3020259	BOLT MS956508	WRONG PART CT SHROUD ASSY	566	9/18/97 CA970922020
*****	(CAN) DURING INSPECTION BOLTS ON THE COMPRESSOR TURBINE SHROUD ASSEMBLY HOUSING WERE FOUND DEFORMED WITH MATERIAL LOSS. INVESTIGATION FOUND THE BOLTS USED IN THIS INSTALLATION WERE THE WRONG PART.								
7250	2138Y 45639	BELL 206L1	ALLSN 250C28B			TURBINE 23033185	COKED SCAV OIL PORT	13208 785	10/21/97 97ZZZX4973
*****	FIVE MINUTES AFTER TAKEOFF, PILOT NOTICED OIL PRESSURE GAUGE FLUCTUATED FROM 60 PSI - 130 PSI AT A STEADY RATE. DURING A PRECAUTIONARY LANDING, THE TORQUE FLUCTUATED ABOUT 10 PERCENT. UPON INITIAL INVESTIGATION, THE OIL RESERVOIR WAS WAY DOWN AND THE EXHAUST COLLECTOR WAS VERY WET WITH OIL. SPECULATION - NR 6 AND NR 7 SCAVENGE STRUT BECAME PLUGGED AND THE PUMP FORCED OIL THROUGH SEAL INTO THE TURBINE AND PUMPED IT OVERBOARD. TURBINE ASSEMBLY WAS CHANGED.								
4980 DALA	831L 21826	BOEING 7272Q8	PWA JT8D15			EXHAUST PIPE 38500891	CRACKED MLG WW	29279	11/24/97 DL72W972454
*****	WHILE PERFORMING A POST-REMOVAL INSPECTION OF A GTCP85-98CK APU EXHAUST PIPE (3850089-1), THREE INCH CRACKS WERE NOTED ON EACH MOUNTING FLANGE (TWO CRACKS TOTAL). CAUSE FOR CRACKS IS UNKNOWN. EXHAUST PIPE WAS MODIFIED BY ALLIED- SIGNAL TO SATISFY REQUIREMENTS OF EO 4-69905-3AD (AD 95-07- 03). THE AD REQUIRED THE INSTALLATION OF AN EXHAUST HUB FOR IMPROVED CONTAINMENT CAPABILITY IN CASE OF T-WHEEL FAILURE. TIME SINCE LAST SVI FOR APU: 813 HOURS. EXHAUST PIPE IS SUBJECT TO REPAIR OR REPLACEMENT BY ALLIEDSIGNAL.								
7530		BOEING 737275	PWA JT8D9A			VALVE	FAILED BLEED CONTROL		10/5/97 CA971015015
*****	(CAN) TAKEOFF WAS ABORTED AT 100 KNOTS DUE TO BOOM HEARD AND A PARAMETER SHIFT WITH A YAW OF THE AIRCRAFT. VISUAL AND BORESCOPE INSPECTION CARRIED OUT. PRBC (PRESSURE RELIEF BLEED CONTROL) VALVE REPLACED. HIGH ENERGY STOP INSPECTION CARRIED OUT AND AIRCRAFT RETURNED TO SERVICE.								
7160 BAQR	20DK 35143	LEAR 35A				INLET 265201051	CRACKED LT ENGINE		11/5/97 97ZZZX5030
*****	CRACKS WERE FOUND ON THE INSIDE OF THE ENGINE INLET AT THE FORWARD INLET RING FLANGE. CRACKS WERE FOUND DURING A PHASE A3 - 300-HOUR INSPECTION. INSPECTION REFERENCE NUMBERS 30-20-00, 71-10-10. AIRCRAFT TOTAL TIME: 7,862.3 HOURS. AIRCRAFT TOTAL CYCLES: 7,469 HOURS.								
7250		SAAB 340B	GE CT79B	ROTOL R3754123F21	GE CT79B	BLADE 785265	SEPARATED TURBINE SECTION		2/25/97 AU970180
*****	(AUS) LH ENGINE NO3 BEARING SPALLED - 2ND STAGE TURBINE BLADE BROKEN CAUSING EXTENSIVE DAMAGE TO HOT END SECTION AND POWER TURBINE COMPONENTS								
(End of SIGNIFICANT OCCURRENCE REPORT)									

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

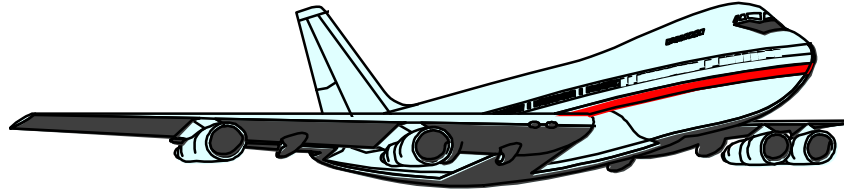
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 12/7/97 To 12/13/97

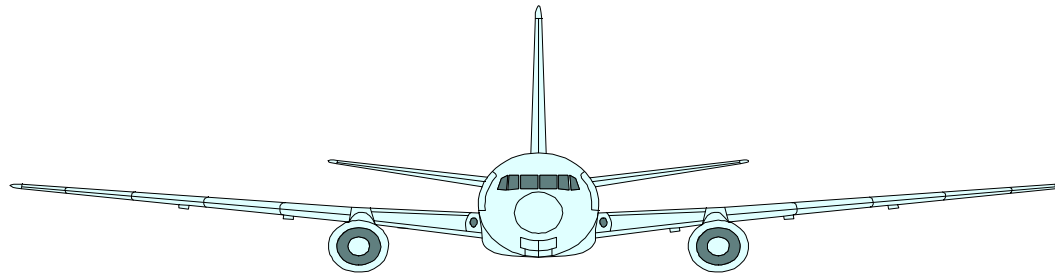
<u>PART NUMBER</u>			<u>YEAR</u>										
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
12606311													
TRIM ROD END	U206G	<u>1</u>	-	-	-	-	-	-	-	-	-	1	-
TOTAL of # 12606311 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	1	-
162J													
CONNECTOR	FALCON900	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 162J - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
23033185													
TURBINE	206L1	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 23033185 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
265201051													
INLET	35A	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 265201051 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
3034038													
VALVE	unknown	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 3034038 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
310152501													
PLANETARY GEAR	200BEECH	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 310152501 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
32200011													
WHEEL ASSEMBLY	A320211	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 32200011 - - - - -		<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
38500891													
EXHAUST PIPE	727232	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
	7272Q8	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 38500891 - - - - -		<u>2</u>	-	-	-	-	-	-	-	-	-	-	2
5583112140													
DRAIN CABLE	FALCON900	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 12/7/97 To 12/13/97 (cont'd)

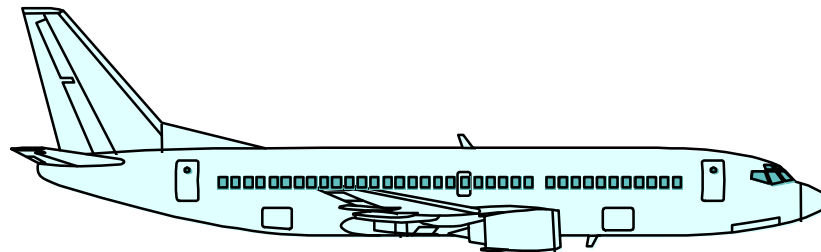
<u>PART NUMBER</u>		<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
TOTAL of # 5583112140 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
785265													
BLADE	340B	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 785265 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
80466801													
FUEL LINE	unknown	1	-	-	-	-	-	-	-	-	-	-	1
TUBE	767222	1	-	-	-	-	-	1	-	-	-	-	-
TOTAL of # 80466801 - - - - -		2	-	-	-	-	-	1	-	-	-	-	1
804710													
ALTIMETER	FALCON50MYST	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 804710 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
MS956508													
BOLT	65A90	1	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # MS956508 - - - - -		1	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (15) PART NUMBERS: - - - -		15	-	-	-	-	-	1	-	-	-	1	13
END OF SIGNIFICANT OCCURRENCE REPORT INDEX													



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**12/7/97 - 12/13/97 ISSUE: 97-50 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3320 SIMA	422MQ 0028	AEROSP ATR42300				LIGHT S9251155500000	FAILED CABIN		11/15/97 SIMA973191
ORD - FLT 4305 - FLT ATTENDANT REPORTED SMOKE FROM READING LIGHT OVER 8A, B. TURNED OFF LIGHT SWITCH AND SMOKE STOPPED. DISCONNECTED READING LIGHT POWER SUPPLY AND MEL, D READING LIGHT PER 25-19. READING LIGHT 8B LIGHT ASSY AND POWER UNIT IAW STANDARD PRACTICE. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	209AT 0209	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN		11/10/97 SIMA973142
ORD - FLT 4161 - EMERGENCY LIGHT ON AFT CARGO DOOR INOP. REPLACED POWER SUPPLY AND BATTERY PACK 18WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	37AE 037	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN		11/10/97 SIMA973141
ORD - EMERGENCY LIGHTS OUT ON THE FLOOR. REPLACED BATTERY PACK 29WL, 3WL AND 30WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	37AE 037	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN		11/10/97 97ZZZM1168
ORD - EMERGENCY LIGHTS OUT ON THE FLOOR. REPLACED BATTERY PACK 29WL, 3WL AND 30WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	37AE 037	AEROSP ATR42300				BATTERY PACK 3011151	DISCHARGED CABIN		11/10/97 97ZZZM1169
ORD - EMERGENCY LIGHTS OUT ON THE FLOOR. REPLACED BATTERY PACK 29WL, 3WL AND 30WL. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 SIMA	424MQ 045	AEROSP ATR42300				WIRE	BROKEN CABIN		11/15/97 SIMA973192
ORD - FLT 4004 - AIR STAIR EMERGENCY LIGHT INOP. REPLACED ALL WIRING BETWEEN CONNECTOR 253VC AT THE TOP OF THE PAX DOOR STEP IAW STANDARD PROCEDURES MM CHAPTER 20. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. (M)									
5315 SIMA	223AT 223	AEROSP ATR42300				FLOORBEAMS S5367240820201	CORRODED CABIN		11/15/97 97ZZZM1177
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED FLOORBEAM 38 AND 39 CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED BODY FLOORBEAMS IAW SRM 51-25-02. AIRCRAFT RETURNED TO SERVICE. (M)									
5315 SIMA	223AT 223	AEROSP ATR42300				FLOORBEAMS S5367240710201	CORRODED CABIN		11/15/97 SIMA973193
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED FLOORBEAM 38 AND 39 CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED BODY FLOORBEAMS IAW SRM 51-25-02. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 SIMA	223AT 223	AEROSP ATR42300				ZEE S5367800821602	CORRODED FUSELAGE		11/17/97 SIMA973214
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE RIGHT ZEE MEMBER BETWEEN FRAME 39 AND 41 CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED ZEE MEMBER IAW SRM 51-25-01. A/C RETURNED TO SERVICE. (M)									
5320 SIMA	223AT 223	AEROSP ATR42300				BRACKET S5397000420000	CORRODED FUSELAGE		11/11/97 SIMA973151
SAW - DURING CPCP-4 INSPECTION MAINTENANCE DISCOVERED THE CENTER SUPPORT BRACKET OF THE MLG POD AT FRAME 27A CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND INSTALLED NEW CENTER BRACKET IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 SIMA	223AT 223	AEROSP ATR42300				BRACKET S5397000425800	CORRODED FUSELAGE		11/13/97 SIMA973171
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE CENTER SUPPORT BRACKET OF THE MLG POD AT FRAME 25A CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND INSTALLED NEW CENTER SUPPORT BRACKET IAW SRM 21-25-02. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 SIMA	265AE 266	AEROSP ATR42300				DRAIN S53671217298	CORRODED SERVICE DOORWAY		11/20/97 SIMA973241
SAW - DURING CPCP-1 INSPECTION, MAINTENANCE DISCOVERED THE SERVICE DOOR DRAIN GULLEY BETWEEN FRAME 36 AND 39 CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED DRAIN GULLEY IAW SRM 51-25-03. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	223AT 223	AEROSP ATR42300				SEAT TRACK S53678001201	CORRODED CABIN		11/17/97 97ZZM1176
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE LEFT FORWARD OUTBOARD RIGHT AFT OUTBOARD SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACKS IAW SRM 53-00-00 FIGURE 437 AND SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	223AT 223	AEROSP ATR42300				SEAT TRACK S53678001210	CORRODED CABIN		11/17/97 SIMA973213
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE RIGHT AND LEFT FLIGHT ATTENDANT SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACKS IAW SRM 53-00-00 FIGURE 437 AND SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	223AT 223	AEROSP ATR42300				SEAT TRACK S53375001204	CORRODED CABIN		11/17/97 SIMA973212
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE LEFT FORWARD OUTBOARD RIGHT AFT OUTBOARD SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACKS IAW SRM 53-00-00 FIGURE 437 AND SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	223AT 223	AEROSP ATR42300				SEAT TRACK S53375001202	CORRODED CABIN		11/17/97 97ZZM1175
SAW - DURING CPCP-4 INSPECTION, MAINTENANCE DISCOVERED THE LEFT FORWARD OUTBOARD RIGHT AFT OUTBOARD SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED THE SEAT TRACKS IAW SRM 53-00-00 FIGURE 437 AND SRM 51-25-04. AIRCRAFT RETURNED TO SERVICE. (M)									
5400 SIMA	233RM 235	AEROSP ATR42300				BRACKET S5391009320200	CHAFED RT ENGINE		10/26/97 97ZZM1163
DURING MBV-2 INSPECTION MAINTENANCE DISCOVERED, THE AFT BRACKET ON THE UPPER AFT ENGINE PANEL (485AT) WAS CHAFFING THE NR 4 AND NR 5 ZEE MOUNT TUBES IAW JIC 54-21-61. MAINTENANCE REMOVED AND REPLACED BRACKET IAW EO E9-5300-0111. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5400 SIMA	233RM 235	AEROSP ATR42300				ROD S542102100000F	CHAFED RT ENGINE		10/26/97 97ZZM1162
DURING MBV-2 INSPECTION MAINTENANCE DISCOVERED, THE AFT BRACKET ON THE UPPER AFT ENGINE PANEL (485AT) WAS CHAFFING THE NR 4 AND NR 5 ZEE MOUNT TUBES IAW JIC 54-21-61. MAINTENANCE REMOVED AND REPLACED BRACKET IAW EO E9-5300-0111. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5400 SIMA	233RM 235	AEROSP ATR42300				ROD S542102100000F	CHAFED RT ENGINE		10/26/97 SIMA972991
DURING MBV-2 INSPECTION MAINTENANCE DISCOVERED, THE AFT BRACKET ON THE UPPER AFT ENGINE PANEL (485AT) WAS CHAFFING THE NR 4 AND NR 5 ZEE MOUNT TUBES IAW JIC 54-21-61. MAINTENANCE REMOVED AND REPLACED BRACKET IAW EO E9-5300-0111. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5412 SIMA	223AT 223	AEROSP ATR42300				FIREWALL S5391009320200	CHAFED NR 1 ENGINE		11/24/97 97ZZM1165
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 1 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO E9-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5412 SIMA	223AT 223	AEROSP ATR42300				FIREWALL BRACKET S5391009320200	CHAFFED NR 2 ENGINE		11/24/97 97ZZZM1167
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 2 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO 39-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									
7120 SIMA	223AT 223	AEROSP ATR42300				TUBE S5421021000051	CHAFFED NR 2 ENGINE		11/24/97 97ZZZM1166
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 2 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO 39-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									
7120 SIMA	223AT 223	AEROSP ATR42300				TUBE S54210203100000	CHAFED NR 1 ENGINE		11/24/97 97ZZZM1164
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 1 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO E9-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									
7120 SIMA	223AT 223	AEROSP ATR42300				TUBE S5421020929301	CHAFED NR 1 ENGINE		11/24/97 SIMA973283
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 1 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO E9-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									
7120 SIMA	223AT 223	AEROSP ATR42300				TUBE S5421021000051	CHAFFED NR 2 ENGINE		11/24/97 SIMA973282
SAW - DURING MBV-2 INSPECTION, MAINTENANCE DISCOVERED THE UPPER AFT ENGINE PANEL AFT BRACKETS CHAFFING THE NR 4 AND NR 5 UPPER ZEE MOUNT TUBES ON THE NR 2 ENGINE. MAINTENANCE REMOVED AND REPLACED ZEE MOUNT TUBES IAW JIC 54-21-61 AND REPLACED AFT PANEL BRACKET IAW EO 39-5300-011. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	274AT 274	AEROSP ATR72212				BULB OL307BPEGPL	FAILED CABIN		11/12/97 SIMA973161
DFW - FLT 3808 - FLOOR TRACK LIGHT AT ROW 6 INOP (ONLY ONE BULB INOP). RAR LIGHT BULB AT ROW 6. EMERGENCY LIGHTING OPS CHECK GOOD IAW JIC 335000. AIRCRAFT RETURNED TO SERVICE. (M)									
5315 SIMA	248AT 248	AEROSP ATR72212				FLOORBEAM S5367240725201	CORRODED CABIN		11/7/97 97ZZZM1182
SAW - DURING D-CHECK INSPECTION MAINTENANCE DISCOVERED FLOORBEAM 35 HAD A HOLE DRILLED IN IT AND MAINTENANCE SPLICED IN A NEW SECTION TO FLOORBEAM 35 IAW SRM 53-00-00 FIGURE 429. MAINTENANCE REMOVED AND INSTALLED FLOORBEAMS 36 AND 38 IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5315 SIMA	248AT 248	AEROSP ATR72212				FLOORBEAM S5367240602061	CORRODED CABIN		11/7/97 97ZZZM1181
SAW - DURING D-CHECK INSPECTION MAINTENANCE DISCOVERED FLOORBEAM 35 HAD A HOLE DRILLED IN IT AND MAINTENANCE SPLICED IN A NEW SECTION TO FLOORBEAM 35 IAW SRM 53-00-00 FIGURE 429. MAINTENANCE REMOVED AND INSTALLED FLOORBEAMS 36 AND 38 IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5315 SIMA	248AT 248	AEROSP ATR72212				FLOORBEAM S5367240521201	CORRODED CABIN		11/7/97 SIMA973112
SAW - DURING D-CHECK INSPECTION MAINTENANCE DISCOVERED FLOORBEAM 35 HAD A HOLE DRILLED IN IT AND MAINTENANCE SPLICED IN A NEW SECTION TO FLOORBEAM 35 IAW SRM 53-00-00 FIGURE 429. MAINTENANCE REMOVED AND INSTALLED FLOORBEAMS 36 AND 38 IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									

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5320 SIMA	248AT 248	AEROSP ATR72212				STIFFENER S5367121724202	CRACKED CABIN		11/7/97 97ZZZM1180
SAW - DURING D-CHECK INSPECTION, MAINTENANCE DISCOVERED THE PASSENGER DOOR SILL PLATE DRAIN TRACK CORRODED AND FORWARD STIFFENER CRACKED BETWEEN FRAMES 36 AND 38. MAINTENANCE REMOVED AND REPLACED THE DRAIN TRACK AND STIFFENER IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	248AT 248	AEROSP ATR72212				DRAIN S5367121733601	CORRODED CABIN		11/7/97 SIMA973123
SAW - DURING D-CHECK INSPECTION, MAINTENANCE DISCOVERED THE PASSENGER DOOR SILL PLATE DRAIN TRACK CORRODED AND FORWARD STIFFENER CRACKED BETWEEN FRAMES 36 AND 38. MAINTENANCE REMOVED AND REPLACED THE DRAIN TRACK AND STIFFENER IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	248AT 248	AEROSP ATR72212				WEB S536712172001	CORRODED CABIN		11/7/97 97ZZZM1179
SAW - DURING D-CHECK INSPECTION MAINTENANCE DISCOVERED, THE WEB PLATE WEB BETWEEN FRAME 35 AND 36 ON THE LEFT SIDE CORRODED BY GALLEY. MAINTENANCE REMOVED AND REPLACED WEB PLATE AND WEB IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	248AT 248	AEROSP ATR72212				WEB S5367121721001	CORRODED CABIN		11/7/97 SIMA973124
SAW - DURING D-CHECK INSPECTION MAINTENANCE DISCOVERED, THE WEB PLATE WEB BETWEEN FRAME 35 AND 36 ON THE LEFT SIDE CORRODED BY GALLEY. MAINTENANCE REMOVED AND REPLACED WEB PLATE AND WEB IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	248AT 248	AEROSP ATR72212				COVER S53671217210	CORRODED CABIN		11/7/97 SIMA973111
SAW - DURING D-CHECK INSPECTION, MAINTENANCE DISCOVERED THE LEFT AFT OUTBOARD SEAT TRACK COVER CORRODED BETWEEN FRAMES 35 AND 36. MAINTENANCE REMOVED AND REPLACED COVER IAW SRM 51-25-02. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5347 SIMA	248AT 248	AEROSP ATR72212				SEAT TRACKS S53678001224	CORRODED CABIN		11/13/97 97ZZZM1178
SAW - DURING D-CHECK INSPECTION, MAINTENANCE DISCOVERED THE LEFT AFT INBOARD, LEFT AFT OUTBOARD AND RIGHT AFT FLIGHT ATTENDANT SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED ALL THREE SEAT TRACKS IAW SRM 51-25-02. AIRCRAFT RETURNED TO SERVICE. (M)									
5347 SIMA	248AT 248	AEROSP ATR72212				SEAT TRACKS S53678001228	CORRODED CABIN		11/13/97 SIMA973172
SAW - DURING D-CHECK INSPECTION, MAINTENANCE DISCOVERED THE LEFT AFT INBOARD, LEFT AFT OUTBOARD AND RIGHT AFT FLIGHT ATTENDANT SEAT TRACKS CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED ALL THREE SEAT TRACKS IAW SRM 51-25-02. AIRCRAFT RETURNED TO SERVICE. (M)									
3230 FDEA	423FE 281	AIRBUS A310203				PITCH DAMPER	MALFUNCTION LANDING GEAR		12/5/97 97FDEA00875
DURING CLIMBOUT, LANDING GEAR WOULD NOT RETRACT WITH SYSTEM 1 OR SYSTEM 2. RETURNED TO YMX. REPLACED PITCH DAMPER DUE TO FLUID LEAK, AS PER M/M 32-11-15, CONFIG 01, P 401 AND SERVICED AND CHARGED AS PER M/M 12-12-32, P 24.									
3260 NWAA	321US 262	AIRBUS A320211				SENSOR 849401	FAILED NLG		12/2/97 9722623221
DURING CLIMB, RECEIVED LGCIU 1 FAULT AND LGCIU 2 FAULT MESSAGES. CONTINUED TO FINAL DESTINATION, EXTENDED LANDING GEAR, REQUESTED EMERGENCY EQUIPMENT, AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED FAULTED SENSORS 24GA AND 25GA (NLG STRUT EXTENSION SENSOR), OPERATIONAL CHECK OK.									
3350 AWXA	636AW 098	AIRBUS A320231				POWER SUPPLY	INOPERATIVE CABIN		11/6/97 AWXA9700687
NUMEROUS EMERGENCY EXIT LIGHTS INOP IN FWD CABIN INOP. TROUBLESHOT, FOUND SHORTED WIRES AT SEAT 2AB AND A DEFECTIVE EMERGENCY LIGHT POWER SUPPLY. REMOVED AND REPLACED POWER SUPPLY AND REPAIRED SHORTED WIRING, SYSTEM OPS CHECKED GOOD.									

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7532 NWAA	316S 192	AIRBUS A320211	CFMINT CFM565A1			VBV ASSY	MALFUNCTIONED NR 1 ENGINE		12/2/97 9722533216
DURING TAKEOFF ROLL, NR 1 ENGINE COMPRESSOR VANE ECAM WARNING ANNUNCIATED. TAKEOFF WAS ABORTED AT 40 KTS AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REMOVED AND REPLACED THE VBV ASSEMBLY AND SENSOR. GROUND RUN AND OPERATIONAL CHECK OK.									
7532 NWAA	339NW 367	AIRBUS A320211	CFMINT CFM565A3			VBV ASSY	MALFUNCTIONED NR 1 ENGINE		12/1/97 9722543239
DURING TAKEOFF ROLL, THE NR 1 ENGINE COMPRESSOR VANE ECAM WARNING ANNUNCIATED. TAKEOFF WAS ABORTED AT 70 KTS AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE REMOVED AND REPLACED VBV ASSEMBLY AND SENSOR. RUN-UP AND OPERATIONAL CHECK GOOD.									
2432	900NE 83	AMD FALCON900				BATTERY RG390E	DEFECTIVE DC SYSTEM		11/24/97 97ZZZX5096
BOTH SUPPORT SLEEVES ON THE OUTSIDE OF BATTERY SLIDES DOWN ABOUT 2 INCHES IN-FLIGHT OR DURING LANDING. CONCORDE FAX SAID TO PUSH SLEEVE UP AND PUT TAPE ON BOTTOM OF SLEEVE.									
2432	900NE 83	AMD FALCON900				BATTERY RG390E	DEFECTIVE DC SYSTEM		11/24/97 97ZZZX5097
BOTH SUPPORT SLEEVES ON THE OUTSIDE OF BATTERY SLIDES DOWN ABOUT 2 INCHES IN-FLIGHT OR DURING LANDING. CONCORDE FAX SAID TO PUSH SLEEVE UP AND PUT TAPE ON BOTTOM OF SLEEVE.									
2840 JZBR	404VL 158	AMD FALCON900				CONNECTOR 162J	BROKEN FUEL QUANTITY	687	11/4/97 97ZZZX5091
***** AIRCRAFT READ ZERO ON GROUP THREE FUEL QUANTITY. TROUBLESHOT TO A BROKEN WIRE ON 162J CONNECTOR. WHEN CONNECTOR WAS REMOVED, THE POTTING COMPOUND WAS DISINTEGRATING. SUBMITTER STATED TWO OTHER CASES OF SAME PROBLEM ON SAME CONNECTOR.									
3416 AMCR	254DV 085	AMD FALCON50M				ALTIMETER 804710	ERROR STANDBY ALT		10/9/97 97ZZZX5031
***** UPON RECEIVING AN OVERHAULED STANDBY ALTIMETER, INSPECTION REVEALED THE DIGIT INDEXING TO BE 1,000 FEET OFF. FIELD ELEVATION SETTING INDICATED THE PROPER BAROMETRIC PRESSURE (780 FEET, 3014 HG), BUT ROTATING THE KNOB UP TO 1,000 FEET SHOWED THE DIGITS READING 0,000. PART RETURNED. THIS UNIT HAD AN OVERHAULED DATE OF 8-22-97.									
3830 YL1R	72WS 14	AMD FALCON900				DRAIN CABLE 5583112140	DISPLACED FWD LAVATORY	155	11/14/97 97ZZZX5043
***** CREW ON TAXI CHECKING FLIGHT CONTROL MOVEMENT NOTICED A RESTRICTION IN RUDDER MOVEMENT. THE RUDDER WAS LIMITED TO APPROXIMATELY HALF TRAVEL TO THE LEFT AND A LOUD CLUNKING NOISE WAS HEARD WITH THE APPLICATION OF RIGHT RUDDER PEDAL. THE NOISE SEEMED TO BE COMING FROM UNDER THE FORWARD LAVATORY FLOOR. THE AIRCRAFT RETURNED TO DFJC MAINTENANCE AREA FOR AN INVESTIGATION, FOUND FORWARD LAVATORY DRAIN CABLE RESTING AGAINST TORQUE TUBE FOR RUDDER RESTRICTING FULL MOVEMENT.									
3246	765B BAC067	BAC 111401AK			BENDIX 26003411	WHEEL HALF 2600360	BROKEN MLG		10/3/97 97ZZZX5034
15 INCH SECTION SEPARATED/BROKE OFF FROM A MAIN LANDING GEAR WHEEL HALF.									
3230 SADF	504NM E3221	BAC AVRO146RJ10				VALVE ACTUATOR HTE210014	FAILED GEAR SELECTOR	6582	11/3/97 SADF9706
AFTER DEPARTURE, LANDING GEAR DID NOT GO UP. IT REMAINED DOWN. FLT 396 AIR TURN-BACK TO BOGOTA. LANDING GEAR ELECTRIC ACTUATOR OF SELECTOR VALVE WAS REPLACED IAW MM.									

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2130 VTZA	492UE 790	BAG JETSTM3201				PRESSURE SYSTEM	MALFUNCTIONED CABIN		11/19/97 VTZA97653
FLT 918 - LYH-IAD - DURING CLIMB, EXPERIENCED A DISCREPANCY WITH THE AIRCRAFT PRESSURIZATION SYSTEM. AIRCRAFT RETURNED TO LYH WITH NO PROBLEM. MAINTENANCE WAS DISPATCHED TO TROUBLESHOOT THE DISCREPANCY. MAINTENANCE PERFORMED SEVERAL PRESSURIZATION CHECKS BUT COULD NOT FIND ANY PROBLEM. ALL CHECKS WERE ACCOMPLISHED IAW MAINTENANCE PROCEDURES AND THE AIRCRAFT WAS RELEASED FOR SERVICE. (M)									
2424 VTZA	497UE 904	BAG JETSTM3201				GCU 515390028	FAILED LT ENGINE		11/8/97 VTZA97629
FLT 6281 - IAD-HPN - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LEFT GENERATOR WOULD NOT COME ON LINE. MAINTENANCE INSPECTED AND REMOVED AND REPLACED GCU, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3222 VTZA	490UE 909	BAG JETSTM3201				STRUT	STUCK NLG		11/7/97 VTZA97628
FLT 943 - ABE-IAD - DURING TAKEOFF AND CLIMB, MADE AN UNSCHEDULED LANDING DUE TO GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND PERFORMED GEAR SWINGS AND FOUND NOSE GEAR STRUT STUCK. MAINTENANCE REPACKED STRUT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3230 VTZA	490UE 909	BAG JETSTM3201				RETRACT MECH	MALFUNCTIONED LANDING GEAR		11/7/97 VTZA97627
FLT 6250 - ABE-IAD - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING DUE TO ALL THREE GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND PERFORMED GEAR SWINGS AND COULD NOT DUPLICATE PROBLEM, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3234 WTAA	419UE 779	BAG JETSTM3101				SELECTOR VALVE AIR873601	FAILED COCKPIT		11/13/97 WTAA970210
SFO - ON APPROACH TO SFO, CREW REPORTED MAIN LANDING GEAR WOULD NOT INDICATE DOWN AND LOCKED. CREW CYCLED GEAR. POSITION INDICATION REMAINED UNCHANGED. CREW ATTEMPTED QRH EMERGENCY GEAR EXTENSION. CREW UNABLE TO ACCOMP EMERG GEAR EXTENSION DUE TO REPORTED STUCK EMERG SELECTOR VLV. FOLLOWING ATTEMPT TO ACCOMP EMERG GEAR EXT, CREW VISUALLY VERIFIED GEAR EXTENSION FROM CABIN. CONFIRMED BY REPLACEMENT OF IND LAMP BULBS. A/C LANDED WITHOUT INCIDENT. UNABLE TO DUPLICATE REPORTED EMERGENCY SELECTOR VLV PROBLEM. FERRIED A/C TO FAT. REPLACED SELECTOR VALVE AS PRECAUTION. A/C RETURNED TO SERVICE. SUBSEQUENT TEAR DOWN OF SELECTOR VALVE REVEALED NO DISCREPANCIES WITH UNIT. (M)									
3244 VTZA	489UE 908	BAG JETSTM3201				TIRES	REQ'D SERVICE NLG		11/8/97 VTZA97631
FLT 6562 - IAD-GSO - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO VIBRATION FROM NOSE AREA, CREW SUSPECTED FLAT TIRE. MAINTENANCE INSPECTED AND FOUND TIRE PRESSURE LOW AND SERVICED TIRES, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 VTZA	491UE 911	BAG JETSTM3201				SWITCH	DIRTY LANDING GEAR		11/15/97 VTZA97641
FLT 6281 - IAD-HPN - AFTER TAKEOFF, THE CREW EXPERIENCED A DISCREPANCY WITH THE NOSE GEAR INDICATING DOWN AND LOCKED AFTER THE GEAR HANDLE WAS SELECTED TO 'UP'. AIRCRAFT RETURNED TO IAD WHERE MAINTENANCE WAS DISPATCHED. MAINTENANCE CLEANED AND INSPECTED UPLOCK MICROSWITCH, PERFORMED SEVERAL GEAR SWINGS BUT COULD NOT DUPLICATE THE DISCREPANCY. THE AIRCRAFT WAS THEN RELEASED FOR SERVICE (M)									
3350 VTZA	474UE 849	BAG JETSTM3201				BULB 8GH00247308	FAILED CABIN		11/19/97 VTZA97652
FLT 6362 - SYR-IAD - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE AFT EMERGENCY LIGHT BEING INOPERATIVE. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE AFT UTILITY/EMERGENCY LIGHT, ABOVE THE PAX DOOR HAD BURNED OUT. MAINTENANCE REPLACED THE BULB AND PERFORMED FUNCTIONAL CHECK OF THE SYSTEM IAW MM PROCEDURES. ALL CHECKS WERE GOOD. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3411 WTAA	431UE 813	BAG JETSTM3101				PITOT TUBE	BIRD STRIKE FWD FUSELAGE		11/23/97 WTAA970213
FAT - BIRD STRIKE TO PITOT TUBE RIGHT SIDE REPORTED. MAINTENANCE CLEANED AND INSPECTED RIGHT PITOT TUBE. PERFORMED PITOT SYSTEM TEST. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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3425 VTZA	488UE 907	BAG JETSTM3201				HSI 7002493902	FAILED COCKPIT		11/8/97 VTZA97630
FLT 6150 - IAD-EWR - AIRCRAFT RETURNED TO GATE DUE TO NR 1 HSI WAS 120 DEGREES OUT. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 1 HSI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3520 VTZA	478UE 892	BAG JETSTM3201				OXY MASK K380551	DEPLOYED CABIN		11/6/97 VTZA97622
FLT 6167 - RDU-IAD - DURING DESCENT, AIRCRAFT MADE AN SCHEDULED LANDING AT IAD WITH ONE DISCREPANCY WHICH WAS ROW 1BC OXYGEN MASKS DEPLOYED. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REINSTALLED OXYGEN MASKS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5730 WTAA	431UE 813	BAG JETSTM3101				SKIN	BIRD STRIKE RT WING		11/14/97 WTAA970211
PMD - BIRD STRIKE ON RIGHT WING OUTBOARD. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPLACED RIGHT WING LEADING EDGE. COMPLIED WITH STALL CHECK. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
7722 VTZA	485UE 901	BAG JETSTM3201				MAG PICK-UP	INOPERATIVE LT ENGINE		11/13/97 VTZA97649
FLT 6338 - IAD-SYR - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO LEFT SRL WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 51703, MEL 76-1 ON SRL. MAINTENANCE CLOSED DMI 11-15-97 BY REMOVING AND REPLACING LEFT MAG PICK-UP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7931 VTZA	484UE 899	BAG JETSTM3201				TRIPLE INDICATOR 696219	FAILURE COCKPIT		11/11/97 VTZA97634
FLT 6427 - IAD-ROA - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO RIGHT ENGINE OIL PRESSURE IN RED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED OIL PRESSURE INDICATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2131 GLBA	255GL UE255	BEECH 1900D				CONTROLLER 6454713037432	FAILED CABIN		9/6/97 GLBA97143
GRI - AIRCRAFT OVERPRESSURIZED AND COULD NOT CONTROL RATE OF CLIMB. REPLACED PRESSURIZATION CONTROLLER. (M)									
2216 GLBA	255GL UE255	BEECH 1900D				SERVO 101524887605	FAILED ELEVATOR TRIM		9/10/97 GLBA97145
MSP - CREW ENGAGED ELECTRIC ELEVATOR TRIM. TRIM PROVIDED NO CONTROL IN EITHER DIRECTION AND WOULD NOT DISENGAGE WHEN SELECTED TO OFF POSITION. REPLACED TRIM SERVO. (M)									
2460 GLBA	125GL UC125	BEECH 1900C				POWER PANEL 1143810233	FAILED COCKPIT		10/21/97 GLBA97177
SPI - SMOKE IN CABIN DURING CLIMB-OUT OF SPI. NR 1 BYPASS VALVE REMOVED TO REPAIR BLEED LEAK, SUSPECT OIL CONTAMINATED VALVE. ALSO, LEFT DC POWER PANEL ASSY WAS BURNED AROUND 250 AMP LIMITER. REPLACED DC POWER PANEL ASSY. (M)									
2612 GLBA	104GL UC104	BEECH 1900C				FIRE LOOP 24409015	FAILED LEFT		8/2/97 GLBA97116
ORD - LEFT FIRE WARNING LIGHT AND MASTER WARNING ILLUMINATED DURING TAXI. REPLACED REAR FIRE SENSE LOOP. (M)									
2612 GLBA	104GL UC104	BEECH 1900C				FIRE LOOP 24412886	FAILED LEFT		8/3/97 GLBA97115
ORD - LEFT FIRE DETECTION LIGHT ILLUMINATED DURING TAXI. REPLACED LEFT FORWARD SECTION OF FIRE LOOP SENSE WIRE. (M)									

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2612 GLBA	125GL UC125	BEECH 1900C				FIRE LIGHT	ILLUMINATED COCKPIT		11/5/97 GLBA97167
SPI - FIRE 'D' LIGHT ILLUMINATED AFTER TAKEOFF. FOUND WIRE SHORTED TO GROUND REPAIRED WIRE NR W81A22. (M)									
2612 GLBA	225GL UE225	BEECH 1900D				FIRE LOOP	FAILED RIGHT		8/28/97 GLBA97136
MSP - RIGHT FIRE LOOP ANNUNCIATOR ILLUMINATED. REPLACED RIGHT AFT FIRE LOOP. (M)									
2730 GLBA	101UX UE101	BEECH 1900D				TORQUE TUBES	LOOSE ELEVATOR		11/13/97 GLBA97182
GRI - ELEVATOR TORQUE TUBES RIVETS LOOSE. REPLACED RIVETS. (M)									
2731 GLBA	118UX UE118	BEECH 1900D				TRIM	MALFUNCTIONED ELEVATOR		11/4/97 GLBA97168
ORD - ELEVATOR PITCH TRIM WORKING IMPROPERLY. FERRIED AIRCRAFT TO SPW. RERIGGED ELEVATOR PITCH TRIM. (M)									
2750 GLBA	100UX UE100	BEECH 1900D				SWITCH	OUF OF ADJUST TE FLAPS		9/26/97 GLBA97176
FRM - FLAPS SELECTED AT 17 DEGREES FOR TAKEOFF. FLAPS WENT TO 35 DEGREES WITHOUT BEING SELECTED. RETURN TO GATE. RIGGED FLAP LIMIT SWITCH. (M)									
2821 GLBA	169GL UE169	BEECH 1900D				FILTER 1143890328	STUCK FUEL SYSTEM		10/9/97 GLBA97153
GRI - PLUNGER ON RIGHT AIRFRAME FUEL FILTER BOWL HOUSING STUCK. REPLACED FILTER AND BOWL ASSEMBLY. (M)									
3233 MASA	82YV UE82	BEECH 1900D				ACTUATOR 11438004111	FAILED RT MLG		11/13/97 MASA97220
FLT 5155 - PHX-FLG - UPON DESCENT INTO FLG CREW FOUND THAT THE GEAR WOULD NOT EXTEND. THE AIRCRAFT RETURNED TO PHX AND THE CREW REQUESTED THAT EMERGENCY VEHICLES STANDBY. THE GEAR WAS EXTENDED MANUALLY AND THE AIRCRAFT LANDED WITHOUT INCIDENT. PHX MAINTENANCE REMOVED AND REPLACED THE RIGHT MAIN LANDING GEAR ACTUATOR, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 GLBA	130UE UC130	BEECH 1900C				DOWNLOCK SWITCH 1003810061	FAILED NLG		9/1/97 GLBA97137
GRI - NOSE GEAR DOWNLOCK LIGHT FAILED TO ILLUMINATE AFTER SELECTING GEAR DOWN. REPLACED NOSE GEAR DOWN AND LOCK SWITCH. (M)									
3260 AMWA	171ZV UE171	BEECH 1900D				INDICATOR ASSY AIS411652	FAILED RT MLG	1865	9/18/97 97ZZZM1199
FLT 5737 - ON APPROACH TO MCI FROM OMA THE RIGHT LANDING GEAR ANNUNCIATOR GREEN LIGHT DID NOT ILLUMINATE. THE LANDING GEAR WARNING HORN DID NOT SOUND AND THE GEAR HANDLE INTRANSIT LIGHTS WERE EXTINGUISHED. EMERGENCY WAS DECLARED. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE IN MCI INSPECTED THE LANDING GEAR ANNUNCIATOR SYSTEM AND FOUND 2 BULBS BURNED OUT IN THE LANDING GEAR INDICATOR ASSEMBLY. REPLACED INDICATOR ASSEMBLY AND SYSTEM CHECKED NORMAL. THE AIRCRAFT WAS RETURNED TO SERVICE WITH NO FURTHER INCIDENT. (M)									
3425 GLBA	101UX UE101	BEECH 1900D				BULB	MISINSTALLED COCKPIT		10/7/97 GLBA97154
DEN - SMOKE IN COCKPIT CAUSED BY SHORT BEHIND CAPTAINS EHSI. FOUND INCORRECT BULB IN INCLINOMETER. (M)									
3510 GLBA	170GL UE170	BEECH 1900D				HANDLE 1183840093	LACK OF LUBE COCKPIT		11/12/97 GLBA97173
DEN - OXYGEN PULL HANDLE HARD TO PULL. DISASSEMBLED HANDLE CLEANED, INSPECTED AND REASSEMBLED. (M)									

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5210 MASA	37YV UE37	BEECH 1900D				SHAFT 10151404715	OUT OF ADJUST CABIN DOOR		11/16/97 MASA97223
FLT 7557 - FMN-DEN - ON PREFLIGHT CHECKLIST, PILOT NOTICED CABIN DOOR CAMS WOULD NOT ALIGN PROPERLY. MAINTENANCE ADJUSTED CAMS. OPS CHECK GOOD, AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5210 MASA	82YV UE82	BEECH 1900D				SHAFT 10151404715	OUT OF ADJUST CABIN DOOR		11/16/97 MASA97224
FLT 5124 - FHU-PHX - ON PREFLIGHT WALK AROUND PILOT NOTICED MAIN CABIN DOOR CAMS DID NOT ALIGN. MAINTENANCE REALIGNED CAMS. OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5270 MASA	131YV UE131	BEECH 1900D				DOOR WARNING	MALFUNCTIONED CARGO COMPT		11/16/97 MASA97225
FLT 5323 - BOS-PQI - CARGO DOOR ANNUNCIATOR ILLUMINATED IN FLIGHT. PILOT DECLARED AN EMERGENCY AND AIRCRAFT DIVERTED TO MHT. ONCE ON THE GROUND VERIFIED DOOR CLOSED AND MAINTENANCE ACTION WAS DEFERRED PR MEL 5202. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5753 AMWA	166YV UE166	BEECH 1900D				SKIN	CRACKED RT TE FLAP		10/14/97 97ZZZM1201
AT ICT, OVERNIGHT MAINTENANCE FOUND THE RT INBOARD FLAP HAS A 1 INCH CRACK ON TOP SKIN AT 2ND RIB FROM OUTBOARD END 6.5 INCH FROM TRAILING EDGE. REPAIRED IAW AMWA TO 1900-27-00-0001 AND SRM 51-70. (M)									
5753 AMWA	166YV UE166	BEECH 1900D				SKIN	CRACKED RT TE FLAP		11/18/97 97ZZZM1194
AT ICT, OVERNIGHT MAINTENANCE FOUND .5 INCH CRACK ON RT OUTBOARD FLAP TO SKIN 18 INCHES FROM OUTBOARD END AND 11 INCH FROM TE. REPAIRED IAW BEECHCRAFT SRM AND AMWA TO 1900-27-00-0001. (M)									
5753 AMWA	166YV UE166	BEECH 1900D				BRACKETS 3516505030	CHAFFED RT TE FLAP		6/19/97 97ZZZM1197
DURING BEECH TEMP REVISION 5-6, INSPECTION FOUND INBOARD FLAP ATTACH POINT BRACKET WORN. REMOVED AND REPLACED LT OUTBOARD AND LEFT INBOARD FLAP ATTACH BRACKETS IAW SRM 51-40. (M)									
5753 AMWA	166YV UE166	BEECH 1900D				BRACKETS 3516505031	CHAFFED RT TE FLAP		6/19/97 97ZZZM1198
DURING BEECH TEMP REVISION 5-6, INSPECTION FOUND INBOARD FLAP ATTACH POINT BRACKET WORN. REMOVED AND REPLACED LT OUTBOARD AND LEFT INBOARD FLAP ATTACH BRACKETS IAW SRM 51-40. (M)									
5753 AMWA	176YV UE176	BEECH 1900D				BRACKETS 3516505030	WORN LT TE FLAP		10/1/97 97ZZZM1195
FLAP WAS REMOVED FOR A CRACK REPAIR. INSPECTION FOUND ATTACH INBOARD BRACKET BOLT HOLES WORN. REPLACED INBOARD ATTACH BRACKETS, APPLIED DOUBLERS TO BRACKETS IAW TO 1900-27-50-0001. (M)									
5753 AMWA	176YV UE176	BEECH 1900D				BRACKETS 3516505031	WORN LT TE FLAP		10/1/97 97ZZZM1196
FLAP WAS REMOVED FOR A CRACK REPAIR. INSPECTION FOUND ATTACH INBOARD BRACKET BOLT HOLES WORN. REPLACED INBOARD ATTACH BRACKETS, APPLIED DOUBLERS TO BRACKETS IAW TO 1900-27-50-0001. (M)									
5753 AMWA	176YV UE176	BEECH 1900D				SKIN	CRACKED LT TE FLAP		10/1/97 97ZZZM1193
AT ICT, OVERNIGHT MAINTENANCE INSPECTION FOUND THAT LHOB FLAP HAD 1 INCH CRACK ON INBOARD SIDE. FLAP REMOVED, CUT DAMAGED SKIN OUT, REPLACED DAMAGED SKIN WITH BEECH STOCK IAW SRM 57-90. (M)									

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5753 AMWA	226YV UE226	BEECH 1900D				SKIN	CRACKED RT TE FLAP	6913	10/9/97 97ZZZM1200
AT ICT OVERNIGHT MAINTENANCE THE RT INBOARD FLAP WAS FOUND TO HAVE A .5 INCH CRACK 36 INCHES FROM INBOARD EDGE ON TOP SKIN TE. FLAP WAS REPAIRED IAW AMWA TO 1900-27-00-0001 AND SRM 51-70. (M)									
5753 AMWA	244YV UE244	BEECH 1900D				SKIN	CRACKED RT TE FLAP	2640	10/11/97 97ZZZM1202
AT ICT OVERNIGHT MAINTENANCE, THE RT OUTBOARD FLAP WAS FOUND TO HAVE A .5 INCH LONG CRACK 8 INCHES FROM OUTBOARD EDGE AND 4 INCHES FROM LE BOTTOM SKIN. FLAP WAS REPAIRED IAW AMWA TO 1900-27-00-0001 AND SRM 51-70. (M)									
6110		BEECH 1900C		HARTZL HCB4MP3		FEATHER SPRING 3496	CRACKED PROP	17663 4081	8/1/96 EY2R9600104
FEATHER SPRING CRACKED, 5 PCS., SPIRAL MARK ON FLAT EDGE									
6110		BEECH 1900C		HARTZL HCB4MP3		FEATHER SPRING 3496	CRACKED PROP	18952 3058	7/1/96 EY2R9600101
PROP FEATHERING SPRING CRACKED									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE 5133	CRACKED LE SHEATH	7846 1350	11/1/96 EY2R9600163
BLADE LEADING EDGE SHEATH CRACKED									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE 5133	CRACKED PROP LE		9/1/96 EY2R9600109
PROP BLADE LEADING EDGE CRACKED									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE 5133	CRACKED LE SHEATH	4652	11/1/96 EY2R9600162
BLADE LEADING EDGE SHEATH CRACKED									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE 5133	CRACKED PROP LE	5420	10/1/96 EY2R9600156
BLADE CRACKED LEADING EDGE									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE E10950K	CRACKED STA 18 INCH	4539	12/1/96 EY2R9600184
BLADE IS CRACKED AT 18" STATION									
6111		BEECH 1900D		HARTZL HCE4A3A		BLADE 5133	CRACKED LEADING EDGE	5150 539	11/1/96 EY2R9600161
BLADE ASSY LE SHEATH CRACKED									
6120 GLBA	174GL UC174	BEECH 1900C				PY TUBE 3032125	FAILED RT ENGINE		7/2/97 GLBA97098
RIGHT ENGINE STOPPED RESPONDNG TO THROTTLE MOVEMENT 15 MINUTES INTO FLIGHT. RPM AND ITT BEGAN TO DECREASE. AIRCRAFT LANDED WITHOUT INCIDENT. REPLACED 'PY' LINE TO PROP GOVERNOR AND RIGHT PRIMARY PROP GOV. (M)									
7603 GLBA	118UX UE118	BEECH 1900D				POWER LEVERS	OUT OF ADJUST LT/RT ENGINE		11/12/97 GLBA97172
OHS - ENGINE GOES TO GROUND LOW PITCH IN AIR WHEN POWER LEVERS ARE PULLED BACK. RE-RIGGED ENGINE CONTROLS. (M)									

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3233 HEEA	500PH BL29	BEECH 200CBEECH				ACTUATOR 508202085	WORN NLG		11/28/97 HEEA0012152
NLG ACTUATOR EXCESSIVE END PLAY.									
2150 EISA	363PA 22535	BOEING 727221				MIX VALVE 106172619	STUCK LT PACK		11/16/97 EISA97225
ON CLIMB-OUT, LEFT AIR MIXING VALVE STUCK TOWARD HOT RESULTING IN DUCT TRIP AND PACK TRIP, CABIN ALTITUDE WOULD NOT HOLD AT 25,000 CABIN ALTITUDE AT 11,000, ON RETURN TO MSP WAS 9,000. REMOVED AND REPLACED LEFT MIXING VALVE, OPS CHECK GOOD IN MANUAL MODE IAW MM 21-61. (M)									
2150 NWAA	287US 21375	BOEING 727251				SWITCH	MISWIRED LT PACK		11/30/97 9722572287
DURING CLIMB, COULD NOT PRESSURIZE AIRCRAFT. CONTINUED FLIGHT TO DTW AT FL100. AIRCRAFT LANDED WITHOUT INCIDENT. LEFT PACK SWITCH S123 WAS FOUND WIRED INCORRECTLY. REWIRED SWITCH AND PERFORMED PRESSURIZATION CHECK, OPERATIONAL CHECK OK.									
2520 DALA	8889Z 21858	BOEING 727225				WIRES	LOOSE BS 950		12/4/97 DL72S972537
LOOSE FLOORBOARD BY SEAT 27A WITH EXPOSED WIRES. SPARKS REPORTED BY PAX. FOUND VACUUM CLEANER RECP WITH WIRE PULLED LOOSE. INSTALLED TERMINAL ON RECP AND CK OK REF WDM25-11-01 PG 2 STA 950A +10.									
2611 FDEA	237FE 21331	BOEING 727247				SMOKE DETECTOR 774001	FAILED E/E COMP		12/4/97 97FDEA00877
MAIN CARGO SMOKE ALARM CAME ON 10 MIN INTO FLIGHT. NR 2 AREA ILLUMINATED FLIGHT LEVEL 210 EMERGENCY PROCEDURES ACCOMPLISHED AS PER CHECK LIST. NR 2 EXTINGUISHED 2 MINUTES LATER. RE-ILLUMINATED 10 MINUTES LATER. ON 5 MILE FINAL, CYCLED ON AND OFF 3 TO 4 TIMES. EVACUATED AIRCRAFT VIA EMERGENCY SLIDE. *S/D* SWAPPED CANNON PLUGS ON DETECTORS, PROBLEM FOLLOWED, FLASHING LIGHT POSITION NR 2. REMOVED AND REPLACED NR 2 SMOKE DETECTOR PER MAINTENANCE MANUAL 26-16-1, OPERATIONAL CKS GOOD.									
2781 EISA	310NE 20241	BOEING 7272A7				SWITCH 106081917	FAILED NR 3 LE FLAP		11/15/97 EISA97224
DURING CRUISE AT FLT 370, THE L/E FLAPS LGHT ON THE PILOT PANEL ILLUMINATED. POSITION TEST INDICATED AMBER IN TRANSIT LIGHT OR, NR 3 L/E FLAP. PERFORMED EMERGENCY CHECK LIST. L/E FLAP NR 3 REMAINED IN TRANSIT. REMOVED AND REPLACED NR 3 FLAP POSITION SWITCH PER MM 27-82-1. OPS CHECK GOOD. (M)									
2782 DALA	470DA 20747	BOEING 727232				ANGLE	CRACKED NR 1 SLAT ACT		12/4/97 DL72S972539
NR 1 SLAT I/B ACTUATOR MOUNT ANGLE CRACKED. REPAIRED PER MM 57-20-21.									
2782 DALA	2816W 20872	BOEING 727247				BRACKET	CRACKED NR 1 LE SLAT		12/6/97 DL72W972557
FOUND ON A1 LETTER CK, NR 1 SLAT ACTUATOR I/B ATTACH BRACKET CRACKED. REPAIRED PER MM 57-20-21.									
2782 DALA	2816W 20872	BOEING 727247				BRACKET	CRACKED NR 1 LE SLAT ACT		12/6/97 DL72W972560
NR 1 SLAT ACTUATOR I/B ATTACH BRACKET CRACKED. OPENED PANELS FOR ACCESS, REMOVED RIB WEB, STOP DRILLED CRACK, DRILLED UP DOUBLER. INSTALLED DOUBLER AND CLOSED UP.									
3230 K3HA	8881Z 21578	BOEING 727225				BRACKET	BROKEN NLG		12/7/97 K3HA9700133
UNABLE TO EXTEND NOSE LANDING GEAR, LOSS OF A-SYSTEM PRESSURE. FOUND SUPPORT BRACKET FOR NOSE LANDING GEAR LOCK ACTUATOR BROKEN.									
3244 DALA	296WA 22533	BOEING 727247			W727200N	TIRE	OUT OF ROUND NLG		12/2/97 DL72W972523
EXCESSIVE VIBRATION FROM NOSE WHEEL AT ROTATION VR AT 145KTS, NO ABNORMAL INDICATIONS. FOUND RT NOSE TIRE OUT OF ROUND. REPLACED SAME.									

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3350 K3HA	353PA 20622	BOEING 727225				BATTERY P4010021	DISCHARGED CABIN		12/5/97 K3HA9700130
EMERGENCY FLASHLIGHT AT AFT BULKHEAD DOOR DOES NOT FLASH. REPLACED BATTERY OPS, CHECK NORMAL MM 25-60-1.									
3350 K3HA	8881Z 21578	BOEING 727225				LIGHT	LOOSE CABIN		12/3/97 K3HA9700127
AISLE PATH LIGHTING AT R2 DOOR IS OUT OF TRACK. RESEATED EMERGENCY PATH LIGHT TRACK, OPS CHECK GOOD IAW B727 MM 33-59-00.									
3350 K3HA	8883Z 21580	BOEING 727225				LIGHT	LOOSE CABIN		12/7/97 K3HA9700131
EMERGENCY PATH LIGHTING TRACK COVER RAISED FORWARD AT 2ABC. RESECURED EMERGENCY PATH LIGHTING TRACK AT PAX ROW 2ABC.									
3350 K3HA	8883Z 21580	BOEING 727225				WIRES	LOOSE CABIN		12/7/97 K3HA9700132
EMERGENCY PATH LIGHTING WIRES EXPOSED AT PAX ROW 9DEF. REPOSITIONED EMERGENCY PATH LIGHTING TRACK AT PAX ROW 9DEF.									
3350 NWAA	815EA 22552	BOEING 727225				LIGHT	INOPERATIVE CABIN		12/2/97 9722602706
DURING PREFLIGHT, FOUND AFT AIRSTAIR EMERGENCY LIGHT INOPERATIVE. REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 DALA	490DA 21020	BOEING 727232				BATTERY 61020	DISCHARGED CABIN		12/2/97 DL72S972515
ON PREFLIGHT, FWD EMERGENCY FLASHLIGHT WOULD NOT TEST. REPLACED BATT.									
3350 DALA	831WA 21483	BOEING 727247				BATTERY 900835A	DISCHARGED CABIN		12/2/97 DL72E972524
AFT CARGO DOOR EMERGENCY EXIT LIGHT INOP. REPLACED BATTERY PACK, ALL CKS NORMAL.									
3350 NWAA	290US 21378	BOEING 727251				LIGHT	INOPERATIVE CABIN		12/4/97 9722582290
DURING PREFLIGHT, FOUND OVERHEAD EMERGENCY LIGHT ROW 8 INOPERATIVE. REPLACED THE LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 NWAA	290US 21378	BOEING 727251				POWER SUPPLY	INOPERATIVE CABIN		12/4/97 9722592290
DURING PREFLIGHT, FOUND OVERHEAD EMERGENCY LIGHT AT ROW 3 INOPERATIVE. REPLACED THE POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	292US 21503	BOEING 727251				BATTERY	DISCHARGED CABIN		12/2/97 9722612292
DURING PREFLIGHT, FOUND FIRST CLASS OVERHEAD EMERGENCY LIGHT INOPERATIVE. REPLACED BATTERY AND POWER SUPPLY, OPERATIONAL CHECK OK.									
3416 FDEA	461FE 22548	BOEING 727225				ALTIMETER	FROZE LT COCKPIT		12/6/97 97FDEA00879
DURING TAKEOFF ROLL AT 80 KNOTS CHECK, AIRSPEEDS CHECKED OK THEN CAPTAIN'S DECREASED TOWARDS 0 . CAPTAIN'S ALTIMETER FROZE AT 1500 FT AND STAYED THERE THROUGHOUT FLIGHT. TRIED AUXILIARY STATIC SOURCE, NO CHANGE TO CAPTAIN'S AIRSPEED OR ALTITUDE. NOTE: NO FLAGS ON CAPTAIN'S ALTIMETER.									
3520 IPXA	946UP 19721	BOEING 72725C				OXY GENERATOR 11700314	ACTIVATED CABIN		12/5/97 UPS97225330
INSPECTION TYPE-N/A, OXYGEN GEN ACTIVATED DURING DROP TEST AT SEAT 4-C. REPLACED O2 GEN PER MM 35-00-00.									

***** DENOTES SIGNIFICANT OCCURRENCE

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3610 DALA	483DA 20863	BOEING 727232			652275430	DUCT	RUPTURED NR 2 ENGINE		12/5/97 DL72S972555
NR 2 ENG 8TH STAGE DUCT RUPTURED, DAMAGED FIREWALL AND FIRE LOOP. REPLACED DUCT AND FIRE LOOP, MADE TEMPORARY REPAIR TO FIREWALL. A/C MTC FAIRY TO SLC.									
4980 DALA	831L 21826	BOEING 7272Q8	PWA JT8D15			EXHAUST PIPE 38500891	CRACKED MLG WW	29279	11/24/97 DL72W972454
***** WHILE PERFORMING A POST-REMOVAL INSPECTION OF A GTCP85-98CK APU EXHAUST PIPE (3850089-1), THREE INCH CRACKS WERE NOTED ON EACH MOUNTING FLANGE (TWO CRACKS TOTAL). CAUSE FOR CRACKS IS UNKNOWN. EXHAUST PIPE WAS MODIFIED BY ALLIED- SIGNAL TO SATISFY REQUIREMENTS OF EO 4-69905-3AD (AD 95-07- 03). THE AD REQUIRED THE INSTALLATION OF AN EXHAUST HUB FOR IMPROVED CONTAINMENT CAPABILITY IN CASE OF T-WHEEL FAILURE. TIME SINCE LAST SVI FOR APU: 813 HOURS. EXHAUST PIPE IS SUBJECT TO REPAIR OR REPLACEMENT BY ALLIEDSIGNAL.									
5310 DALA	532DA 22045	BOEING 727232				TORQUE BOX 6517517	CRACKED BS 1263		12/1/97 DL72S972520
THE TORQUE BOX WAS FOUND WITH A CRACKED UPPER CHORD AND A CRACKED FS 1263 UPPER BEAM ANGLE AND CHANNEL. THE CRACKED MEMBERS WERE REPLACED OR REPAIRED PER S/B 53-0129. ER/A 363340-14AD WAS ISSUED TO DOCUMENT THE DAMAGE AND CONTROL THE REPAIR METHOD.									
5311 KT3R	352PA 20616	BOEING 727225				FRAME	CORRODED BS 1030		11/1/97 97ZZZX4982
DURING C-CHECK, CORROSION WAS NOTED ON FRAME 1030 BETWEEN S17L AND S26L.									
5311 KT3R	352PA 20616	BOEING 727225				FRAME	CORRODED BS 740		11/1/97 97ZZZX4990
DURING C-CHECK, EXFOLIATION CORROSION NOTED ON FORWARD FACE OF STA 740 FRAME SPLICE AT S9R.									
5311 KT3R	352PA 20616	BOEING 727225				FRAME	CORRODED BS 1050		11/1/97 97ZZZX4986
DURING C-CHECK, CORROSION NOTED ON FRAME WEB AT STA 1050 AT S19L.									
5311 KT3R	352PA 20616	BOEING 727225				FRAME	CORRODED BS 1166		11/1/97 97ZZZX4994
DURING C-CHECK, CORROSION NOTED ON BULKHEAD FRAME STA 1166.									
5311 KT3R	258US 19977	BOEING 727251				FRAME	SEPARATED BS 848 LT		11/1/97 97ZZZX5086
DURING C-CHECK INSPECTION, STR 5L AND STR 6L HAD PULLED FASTENERS AND SEPARATING AT FRAME STA 848.									
5311 KT3R	258US 19977	BOEING 727251				FRAME	SEPARATED BS 848 RT		11/1/97 97ZZZX5087
DURING C-CHECK INSPECTION, STR 6R HAD PULLED FASTENERS AND SEPARATED FROM FRAME AT STA 848.									
5311 KT3R	258US 19977	BOEING 727251				FRAME	SEPARATED BS 825		11/1/97 97ZZZX5089
DURING C-CHECK INSPECTION, STR 5L AND STR 6L HAD PULLED FASTENERS AND SEPARATED FRAME AT STA 825.									
5312 KT3R	352PA 20616	BOEING 727225				STIFFENER	CORRODED BULKHEAD LT 1183		11/1/97 97ZZZX4988
DURING C-CHECK, CORROSION NOTED ON STIFFENER FORWARD FACE BOTTOM OF BULKHEAD 1183 AT LBL 18.									

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5312 KT3R	352PA 20616	BOEING 727225				STIFFENER	CORRODED BULKHEAD RT 1183		11/1/97 97ZZZX4989
DURING C-CHECK, CORROSION NOTED ON FORWARD FACE 1183 BULKHEAD STIFFENER, LOWER SECTION, AT RBL 18.									
5313 KT3R	352PA 20616	BOEING 727225				STRINGER	CORRODED BS 460-480		11/1/97 97ZZZX5011
DURING C-CHECK, CORROSION NOTED ON S19R BETWEEN STA 460 AND STA 480.									
5313 KT3R	352PA 20616	BOEING 727225				STRINGER	CORRODED BS 950-1010		11/1/97 97ZZZX4992
DURING C-CHECK, CORROSION AND CRACKING NOTED ON S27R BETWEEN STA 950 AND STA 1010.									
5313 KT3R	258US 19977	BOEING 727251				STRINGER	CRACKED BS 848		11/1/97 97ZZZX5088
DURING C-CHECK INSPECTION, STR 17L WAS FOUND CRACKED AT STA 848.									
5315 KT3R	352PA 20616	BOEING 727225				FLOOR BEAM	CORRODED BS 480		11/1/97 97ZZZX4983
DURING C-CHECK, CORROSION NOTED ON UPPER CHORD FLOOR BEAM STA 480 BETWEEN RBL 65 AND LBL 24.									
5315 KT3R	352PA 20616	BOEING 727225				FLOOR BEAM	CORRODED BS 420		11/1/97 97ZZZX4984
DURING C-CHECK, CORROSION WAS NOTED ON UPPER CHORD FLOOR BEAM STA 420 BETWEEN RBL 12 AND LBL 14.									
5315 FDEA	145FE 19109	BOEING 72727C				FLOORBEAM 654026961	CORRODED BS 540		12/5/97 97FDEA00881
DOUBLE HOLES IN LOWER CHORD OF FLOORBEAM BS 540, LBL 19, WL 201.									
5315 FDEA	145FE 19109	BOEING 72727C				FLOORBEAM 654026961	CORRODED BS 600		12/5/97 97FDEA00880
DOUBLE HOLES IN LOWER CHORD OF FLOORBEAM BS 600, LBL 19, WL 201.									
5320 KT3R	352PA 20616	BOEING 727225				WEB	CORRODED RT BS 259.5		11/1/97 97ZZZX4996
DURING C-CHECK, INTERGRANULAR CORROSION NOTED ON WEB RT SIDE FRAME 259.5.									
5320 KT3R	352PA 20616	BOEING 727225				CHORD	CORRODED BS 1030		11/1/97 97ZZZX4997
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR BEAM UPPER CHORD AT STA 1030, FROM RBL 45 TO RBL 65.									
5320 KT3R	352PA 20616	BOEING 727225				CHORD	CORRODED BS 1130		11/1/97 97ZZZX4998
DURING C-CHECK, CORROSION NOTED ON LOWER CHORD CABIN FLOOR BEAM AT STA 1130, LBL 24.									
5320 KT3R	352PA 20616	BOEING 727225				WEB	CORRODED LT BS 259.3		11/1/97 97ZZZX4995
DURING C-CHECK, INTERGRANULAR CORROSION NOTED ON WEB LT SIDE FRAME 259.3.									

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5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 1030-1166		11/1/97 97ZZZX5004
DURING C-CHECK, CORROSION NOTED ON AFT BAGGAGE PIT FLOOR SUPPORT, STA 1030 TO STA 1166 AT BL ZERO.									
5320 KT3R	352PA 20616	BOEING 727225				CHORD	CORRODED BS 480		11/1/97 97ZZZX5005
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR BEAM UPPER CHORD AT STA 480.									
5320 KT3R	352PA 20616	BOEING 727225				ANGLE SUPPORT	CORRODED BS 480		11/1/97 97ZZZX5006
DURING C-CHECK, CORROSION NOTED ON 2 ANGLE SUPPORTS STA 480 AT S20L.									
5320 KT3R	352PA 20616	BOEING 727225				ANGLE	CORRODED BS 1183		11/1/97 97ZZZX5007
DURING C-CHECK, CORROSION NOTED ON THE 1183 BULKHEAD VERTICAL STIFFENER ATTACH ANGLE AT RBL 18.									
5320 KT3R	352PA 20616	BOEING 727225				CHORD	CORRODED BS 400		11/1/97 97ZZZX5010
DURING C-CHECK, CORROSION NOTED ON PREVIOUS REPAIR TO UPPER T-CHORD ON FLOOR BEAM STA 400 APPROXIMATELY RBL 12 TO RBL 20.									
5320 KT3R	352PA 20616	BOEING 727225				ANGLE	CORRODED BS 1010-1030		11/1/97 97ZZZX4999
DURING C-CHECK, CORROSION NOTED ON RIGHT HAND CUSP FLOOR SUPPORT ANGLE BETWEEN STA 1010 AND STA 1030.									
5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 1030-1166		11/1/97 97ZZZX5003
DURING C-CHECK, CORROSION NOTED ON AFT BAGGAGE PIT FLOOR SUPPORT BETWEEN STA 1030 AND STA 1166 AT LBL 17.									
5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 380-400		11/1/97 97ZZZX4985
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR SUPPORT BETWEEN STA 380 TO STA 400 AT RBL 12.									
5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 1035		11/1/97 97ZZZX5001
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR SUPPORT STA 1035 AT LBL 20.									
5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 312-344		11/1/97 97ZZZX5002
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR SUPPORT BETWEEN STA 312 AND STA 344 AT LBL 30.									
5320 KT3R	352PA 20616	BOEING 727225				SUPPORT	CORRODED BS 1035-1050		11/1/97 97ZZZX5000
DURING C-CHECK, CORROSION NOTED ON CABIN FLOOR SUPPORT BETWEEN STA 1035 AND STA 1050 AT LBL 12.									
5320 DALA	2807W 20579	BOEING 727247				BEAR STRAP 6556232	CORRODED BS 1070		12/1/97 DL72W972518
THE R2 DOOR SURROUND BEAR STRAP WAS FOUND CORRODED APPROX 5 ABOVE THE SKIN LAP SPLICE. THE CORROSION WAS REMOVED WITH A 2.25 X 2.25 CUTOUT IN THE BEARSTRAP. THE DAMAGE WAS REPAIRED WITH AN EXTERNAL DOUBLER AND TRIPLER PER ER/A 363324-14, REV A.									

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5320 FDEA	145FE 19109	BOEING 72727C				STRAP 6516338174	CORRODED BS 950		12/4/97 97FDEA00878
CORROSION (C53-132-01) WHILE WORKING NR0732 DISCOVERED CORROSION ON LOWER SURFACE OF MAIN FRAME STRAP BS 950, RBL 30, WL 144. *S/D* REMOVED CORROSION ON LOWER MAIN FRAME STRAP AT BS 950, RBL 30, WL 144 AND BS 950, STR 24R TO STR 27R. FABRICATED REPAIR PARTS AND INSTALLED PER FEDEX EA NR 7-5310-35037.									
5330 KT3R	352PA 20616	BOEING 727225				SKIN	CORRODED BS 1150-1183		11/1/97 97ZZZX4991
DURING C-CHECK, CORROSION NOTED ON FUSELAGE SKIN BETWEEN STA 1150 AND STA 1183 BETWEEN S14R AND S20R.									
5330 DALA	2816W 20872	BOEING 727247				SKIN	CRACKED FUSELAGE		12/6/97 DL72W972559
FOUND ON A1 LETTER CK, .1562 AND .125 INCH CRACKS IN FUSELAGE SKIN COMING OUT OF RIVET HOLE JUST AFT OF L3 WINDOW LOWER END. REPAIRED PER SRM 53-30-3.									
5341 FDEA	144FE 19137	BOEING 72721C				BOTTLE FITTING 65162142	CORRODED BS 870		12/3/97 97FDEA00874
WHILE WORKING NR0748, DISCOVERED CORROSION ON AFT SIDE OF RT BOTTLE FITTING, BS 870, RBL 66, WL 184. *S/D* REMOVED CORROSION, BLENDED ON AFT SIDE OF RT BOTTLE PIN COATING, FOUND COATING TO BE IN LIMITS PER FED EA 7-5710-35103.									
5347 KT3R	352PA 20616	BOEING 727225				SEAT TRACK	CORRODED BS 1010-1030		11/1/97 97ZZZX5008
DURING C-CHECK, CORROSION NOTED ON CABIN SEAT TRACK RIGHT HAND OUTBOARD FROM STA 1010 TO STA 1030.									
5347 KT3R	352PA 20616	BOEING 727225				SEAT TRACK	CORRODED BS 1050		11/1/97 97ZZZX5009
DURING C-CHECK, CORROSION NOTED ON CABIN SEAT TRACK AT LBL 24 AT STA 1050.									
5347 KT3R	352PA 20616	BOEING 727225				SEAT TRACK	CORRODED BS 1010-1030		11/1/97 97ZZZX4981
DURING C-CHECK, CORROSION WAS NOTED ON CABIN SEAT TRACK BETWEEN STA 1010 - STA 1030 AT LBL 45.									
5347 KT3R	352PA 20616	BOEING 727225				SEAT TRACK	CORRODED BS 1060-1070		11/1/97 97ZZZX4980
DURING C-CHECK, CORROSION NOTED ON CABIN SEAT TRACK, STA 1060 TO STA 1070 AT RBL 45.									
5350 K3HA	360PA 20676	BOEING 727230				RADOME 655518639	BIRD STRIKE FWD FUSELAGE		12/2/97 K3HA9700129
BIRD STRIKE IN FLIGHT DAMAGED RADOME. REMOVED AND REPLACED NOSE DOME DUE TO DAMGE. PULLED BIRD STRIKE CONDITON INSPECTION MM 5-51-41. FOUND NO OTHER DAMAGE, INSTALLED NEW NOSE CONE MM 53-19-0.									
5720 DALA	2816W 20872	BOEING 727247				STIFFENER	CRACKED WING LE SPAR		12/6/97 DL72W972558
A 1.5 INCH CRACK_IN SPAR STIFFENER LOCATED OUTBD SIDE OF NR 6 SLAT INBD TRACK. REPAIRED PER MM 57-20-21.									
5743 KT3R	258US 19977	BOEING 727251				TRUNNION BEAM	BOLTS SHEARED LT MLG WELL		11/1/97 97ZZZX5090
DURING C-CHECK INSPECTION, TWO SHEARED BOLTS WERE FOUND ON THE LEFT HAND MAIN LANDING GEAR TRUNNION BEAM AT STA 18A.									
5753 DALA	518DA 21469	BOEING 727232				DOUDLER 652163261	CRACKED LT TE MID FLAP		10/29/97 DL72S972531
REPAIR DOUBLER CRACKED ON LOWER AFT CHORD ANGLE 37 FROM I/B END OF FLAP. DAMAGE REPAIRED PER M/M 57-52-0 PAGE 807, ON SHOP ORDER 331063.									

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5754 DALA	470DA 20747	BOEING 727232				STIFFENER	CRACKED NR 6 LE SLAT		12/4/97 DL72S972540
A 1.5 INCH CRACK IN 2 EA SPAR STIFFENERS AT NR 6 SLAT OUTBD TRACK. REPAIRED PER MM 57-20-21.									
5754 DALA	470DA 20747	BOEING 727232				SKIN	CRACKED NR 1 LE SLAT		12/4/97 DL72S972538
A .25 INCH VISIBLE CRACK IN COVE SKIN ANGLE AT NR 1 SLAT I/B UPSTOP PAD. REPAIRED PER MM 57-54-0.									
7120 KT3R	352PA 20616	BOEING 727225				MOUNT 65187226	CORRODED NR 3 ENGINE		11/1/97 97ZZZX4993
DURING C-CHECK, CORROSION NOTED ON NR 3 ENGINE FORWARD MOUNT.									
7314 K3HA	356PA 20626	BOEING 727225	PWA JT8D15			FUEL PUMP 378200	FAILED NR 1 ENGINE		12/3/97 K3HA9700128
NR 1 ENGINE DID NOT RESPOND TO THROTTLE ON DESCENT. SHUTDOWN ENGINE AT 1500 ZULU WINDMILLED (15) MINUTES AT OR ABOVE 10 PSI OIL PRESSURE. INSPECTED NR 1 ENGINE REF PW MM 72-00. REMOVED AND REPLACED FUEL CONTROL RE MM 73-21-1. REMOVED AND REPLACED FUEL PUMP REF MM 73-21-1 PW, OPERATED ENGINE REF MM 72-00. TRIMMED ENGINE REF MM 71-00-30.									
7530 CALA	76753 21249	BOEING 727227	PWA JT8D9			GUIDE VANE	CRACKED NR 2 ENGINE		8/18/97 CALA9701230
THE NR 2 ENGINE EXPERIENCED POWER REDUCTION DURING CLIMBOUT. THE CREW ADVANCED THE THROTTLE TO MAINTAIN CLIMB POWER, RESULTING IN THE NR 2 THROTTLE BEING THREE KNOBS AHEAD OF NR 1 AND NR 3, WITH SLIGHTLY HIGHER EGT. THE AIRCRAFT WAS RETURNED TO EWR. THE NR 2 ENGINE WAS REMOVED AND REPLACED. *S/D* SHOP FINDINGS REVEALED CRACKED AND BOWED NOZZLE GUIDE VANES.									
7930 FDEA	105FE 19194	BOEING 72722C				SWITCH 1163P182	MALFUNCTIONED NR 1 ENGINE		12/4/97 97FDEA00876
AFTER DEPARTURE, THE NR 1 LOW OIL/BYPASS LIGHT ILLUMINATED. OIL PRESS APPROX 47 PSI AND TEMP WITHIN LIMITS. PER CHECK LIST SECURED NR 1 ENG AND RETURNED TO ORD. REMOVED AND REPLACED OIL FILTER, NO CONTAMINATION FOUND. RAN ENGINE PER JET RUN HANDBOOK. NO LEAKS NOTED. PER TURNOVER LIGHT WAS STILL ON AT IDLE. RELAMPED BAD BASE BULB AND REPLACED LOW OIL PRESSURE SWITCH PER MAINTENANCE MANUAL 79-33-1. RAN ENG AT LOW AND HIGH POWER SETTINGS AND ALL OPERATIONS NORMAL.									
2420 DALA	243WA 23517	BOEING 737247	PWA JT8D15A			GEN CONTL PNL 948F4582	FAILED NR 1 ENGINE		12/5/97 DL73E972552
DURING CLIMBOUT, LEFT GEN BUSS TRIPPED (NO VOLTS OR FREQS) AND APU WOULD NOT PWR THE BUSS. REPLACED LEFT GEN CONT PANEL, OPERATION OF GEN AND XFR SYS OP CKS GOOD.									
2420 DALA	243WA 23517	BOEING 737247	PWA JT8D15A			RELAY 941D3352	STUCK NR 1 ENGINE		12/5/97 DL73E972553
DURING CLIMBOUT, LT GEN BUSS TRIPPED OFF AND APU WOULD NOT PWR THE BUSS. REPLACED NR 1 GEN CONTROL RELAY. INSP ENG GEN LEADS AND DIFFERENTIAL LOOPS. ALL OK, RAN ENG AT T/O PWR.									
2420 DALA	243WA 23517	BOEING 737247	PWA JT8D15A			TRANSFORMER 941D3391	INTERMITTENT NR 1 ENGINE		12/5/97 DL73E972554
DURING CLIMB, NR 1 GEN BUSS TRIPPED AND WOULD NOT RESET/APU WOULD NOT PICK UP BUSS EITHER. REPLACED NUMBER 1 ENG CURRENT TRANSFORMER, CHECKS GOOD.									
2560 W8PA	964WP 28869	BOEING 73733R				CABLE	MISROUTED DOOR SLIDE		12/5/97 W8PA971521
CHECK AFT LEFT DOOR EMERGENCY SLIDE RELEASE CABLE FOR PROPER ROUTING. CABLE IMPROPERLY ROUTED DURING AIRCRAFT MANUFACTURE. REROUTED CABLE PER MAINT MANUAL CHAPTER 25-61-35.									

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3040 USAA	389US 23311	BOEING 7373B7				HEAT CONTROL 2312	FAILED RT COCKPIT		11/19/97 97ZZZM1170
RDU - FLT 814 - AT FL250, APPROX 25 MILES NORTHEAST OF RDU, THE FIRST OFFICERS FORWARD WINDSHIELD CRACKED. CAPTAIN DECLARED AN EMERGENCY AND MADE A SLOW DESCENT FOR LANDING. FLIGHT DIVERTED TO RDU AND LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE FIRST OFFICERS FORWARD WINDSHIELD AND HEAT CONTROL UNIT PER THE MM. OPERATIONAL CHECK GOOD. (M)									
3234 USAA	241US 22443	BOEING 737201				SELECTOR	LACK OF LUBE LANDING GEAR		11/11/97 USAASB97310
PHL - FL1901 - AFTER EXTENDING LANDING GEAR ON APPROACH, CREW RECEIVED THREE GREEN GEAR LIGHTS PLUS THREE RED GEAR UNSAFE LIGHTS WHICH STAYED ILLUMINATED. RECYCLED GEAR AND RECEIVED NORMAL GEAR INDICATION. FLIGHT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE JACKED AIRCRAFT AND PERFORMED EXTENSION AND RETRACTION CHECK PER M. SYSTEM CHECKED NORMAL. LUBRICATED GEAR SELECTOR HANDLE. OPS CHECK GOOD. (M)									
3240 USAA	284AU 23131	BOEING 7372B7				BRAKES	FAILED RT MLG		11/22/97 USAASB97322
PIT - FL159 PILOT REPORTED NO RIGHT BRAKING WHEN LANDING AND WHILE TAXIING. ONCE FULL PRESSURE WAS APPLIED TO RIGHT BRAKE PEDAL, BRAKE WOULD THEN SUDDENLY GRAB. MAINTENANCE FOUND INSPECTION OF BRAKES NORMAL. NO FLUID LEAKS WERE FOUND. PRESSURES WERE NORMAL. NO CONFIGURATION WAS FOUND THAT WOULD CAUSE ABNORMALITY. INSPECTED PEDAL LINKAGE WITH NO FAULTS FOUND. TAXIED AIRCRAFT AT VARIOUS SPEEDS. ANTI-SKID ON/OFF FOUND NORMAL. AIRCRAFT OK FOR CONTINUED SERVICE. (M)									
3244 CALA	69348 23586	BOEING 7373T0				TIRE	FAILED LT MLG		12/6/97 CALA9701711
A LT MLG TIRE BLEW ON TAKEOFF, THE A-HYD SYSTEM PRESSURE AND QUANTITY WAS LOST. THE AIRCRAFT WAS RETURNED. UPON LANDING THE OTHER LT MLG TIRE BLEW. THE BLOWN TIRES HAD DAMAGED THE LEFT INBOARD AFT FLAP, THE LT INBOARD MLG DOOR, THE LEFT GEAR DOWNLOCK AFT SPRING, AND THE NR 4 LINE TO LT MLG HYD MODULE WAS DAMAGED AND LEAKING. THE FLAP, MLG DOOR, DOWNLOCK SPRING, AND HYD LINE WERE REMOVED AND REPLACED. THE NR 1, 2, 3 MAIN WHEEL ASSEMBLIES AND THE NR 1, 2 BRAKES WERE REMOVED AND REPLACED. IN ADDITION, THE NR 1 ENGINE HYD PUMP DRIVE PAD DRAIN WAS FOUND LEAKING. THE NR 1 ENGINE HYD PUMP WAS REMOVED AND REPLACED. THE HYDRAULIC RESERVOIRS WERE SERVICED TO FULL. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3260 USAA	284AU 23131	BOEING 7372B7				BULBS	FAILED LANDING GEAR		11/3/97 USAASB97304
BWI - FL1721 - ON DESCENT INTO DCA, CAPT DID NOT RECEIVE THREE GREEN LIGHTS WHEN THE GEAR WAS EXTENDED. LIGHTS TESTED GOOD. CAPT DID A FLYBY AND THE TOWER CONFIRMED GEAR WAS DOWN. FIRST OFFICER WENT TO THE CABIN AND CONFIRMED THAT THE MAIN GEAR WAS DOWN. CAPTAIN ELECTED TO DIVERT TO BWI DUE TO RUNWAY LENGTH AT DCA. NO EMERGENCY WAS DECLARED AND THE FLIGHT LANDED WITHOUT FURTHER INCIDENT. AFTER RELAMPING LIGHTS, MAINTENANCE FOUND THE LANDING GEAR LIGHTS CIRCUIT BREAKER HAD POPPED. RESET CIRCUIT BREAKER AND OPERATIONALLY CHECKED THE LANDING GEAR ACCESSORY UNIT. OPERATIONAL CHECK GOOD. (M)									
3260 USAA	576US 23741	BOEING 737301				RELAY BR9AXH5V3	FAILED NLG		11/13/97 USAASB97312
CLT - FLT 2183 - AFTER TAKEOFF AND MOVING THE LANDING GEAR LEVER TO THE UP POSITION, THE NOSE GEAR RED UNSAFE LIGHT REMAINED ILLUMINATED. NO VIBRATION WAS FELT. RECYCLED GEAR WITH SAME RESULTS. FLIGHT RETURNED TO FIELD AT CLT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE FOUND THE NOSE LANDING GEAR LATCHING RELAY R374 BAD. REPLACED SAME. SYSTEM OPS CHECKED GOOD. CYCLED NOSE GEAR SEVERAL TIMES. NO FAULTS NOTED. (M)									
3350 F3LA	205AU 19421	BOEING 737201				LIGHT 1000679	INOPERATIVE CABIN		11/16/97 F3LA97157
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED AFT RT EMERGENCY EXIT LIGHT ILLUMINATED AND WOULD NOT EXTINGUISH. REPLACED LIGHT ASSEMBLY AND CHECKED OK. (M)									
3350 F3LA	212US 20212	BOEING 737201				BULB	FAILED CABIN		11/28/97 F3LA97160
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED EMERGENCY LIGHT AT L1 DOOR AFT FUSELAGE DIM. MAINTENANCE REPLACED LAMP HOUSING AND CHECKED OK. (M)									

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3350 USAA	227AU 21816	BOEING 737201				LIGHT 1000679	FAILED CABIN		11/22/97 USAASB97321
ROC - MAINTENANCE FOUND THE EMERGENCY LIGHT ABOVE THE LEFT AFT ENTRY DOOR HAS A POOR CONNECTION TO THE RIGHT BULB. MAINTENANCE REMOVED AND REPALCED THE LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	240AU 22355	BOEING 737201				BATTERY PACK 900835A	DISCHARGED CABIN		11/21/97 USAASB97320
CLT - FLT 596 - PILOT REPORTED, THE OVERHEAD EMERGENCY EXIT LIGHTS WERE INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACKS. OPS CHECK GOOD. (M)									
3350 USAA	241US 22443	BOEING 737201				BATTERY PACK 6104789	DISCHARGED CABIN		11/18/97 USAASB97316
CLT - MAINTENANCE FOUND THE FORWARD EMERGENCY ESCAPE SLIDE LIGHTS AND EXIT IDENTIFIERS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE FORWARD CARGO COMPT. OPS CHECK GOOD. (M)									
3350 AWXA	CGCPW 20959	BOEING 737275				WIRING	LOOSE CABIN		11/24/97 AWXA9700679
DURING ROUTINE MAINTENANCE CHECK, FOUND R-2 DOOR INTERIOR EMERGENCY EXIT LIGHT INOP. RESECURED WIRE, OPS CHECK GOOD.									
3350 AWXA	180AW 22647	BOEING 737277				CONNECTOR	LOOSE CABIN		11/26/97 AWXA9700684
ROW 15 EMERGENCY LIGHT INOP. RECONNECTED PLUG, OPS CK GOOD. STC SA3432NM									
3350 AWXA	186AW 22653	BOEING 737277				BATTERY PACK S106	DISCHARGED CABIN		12/5/97 AWXA9700688
E-LIGHT AT 1L-6L INOP. R2 BATTERY PACK, OPS CK GOOD. STC NR: SA3234NM									
3350 AWXA	188AW 22655	BOEING 737277				WIRE SPLICE	FAILED CABIN		11/26/97 AWXA9700685
FLOOR PROXIMITY LIGHT INOP AT SEAT 3C. FOUND WIRE PULLED FROM SPLICE UNDER SEAT. REPLACED AS PER WDM CH 20 STANDARD PRACT, OPS CK GOOD. STC SA3432NM									
3350 AWXA	145AW 20194	BOEING 7372A6				LIGHT 831136	INOPERATIVE CABIN		12/2/97 AWXA9700686
L1 EMERGENCY EXIT LIGHT STAYS ON WHEN PLACED ON GROUND SERVICE BUS. EMERGENCY LIGHTS OFF BATT OFF GOES OUT WHEN PLACED ON EXT POWER. REMOVED AND REPLACED L1 PORTABLE EMERGENCY EXIT LIGHT, OPS CHECK GOOD. STC - SA3432NM									
3350 USAA	271AU 22883	BOEING 7372B7				WIRE	BROKEN CABIN		10/24/97 USAASB97305
ROC - MAINTENANCE FOUND THE EMERGENCY EXIT FLOOR LIGHT INOP AT ROW 13, MID CABIN. MAINTENANCE REPAIRED A BROKEN WIRE. OPERATIONAL CHECK GOOD. (M)									
3350 USAA	284AU 23131	BOEING 7372B7				POWER SUPPLY 900835A	INOPERATIVE CABIN		11/15/97 USAASB97313
BWI - MAINTENANCE FOUND THE FORWARD CENTER AISLE EMERGENCY LIGHT INOP IN THE CABIN. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY. OPS CHECK GOOD. (M)									
3350 USAA	284AU 23131	BOEING 7372B7				POWER SUPPLY 6013211	FAILED CABIN		11/9/97 USAASB97307
CLE - MAINTENANCE FOUND THE AFT ENTRANCE DOOR AND AFT SERVICE DOOR EXTERNAL EMERGENCY LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED POWER SUPPLY M571. OPS CHECK GOOD. (M)									

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3350 ZZDA	464AT 21278	BOEING 7372L9				LIGHT	INOPERATIVE RT WING		11/19/97 97ZZZM1184
DURING ROUTINE LAYOVER CHECK, THE RIGHT WING EXTERIOR EMERGENCY LIGHT WAS INOP. RELAMPED LIGHT, OPS CHECKED NORMAL. (M)									
3350 W8PA	965WP 28870	BOEING 73733R				SOCKET	DIRTY RT FUSELAGE		12/4/97 W8PA971520
DEN- EMERGENCY LIGHT ON RIGHT SIDE OF FUSELAGE AFT OF WING IS INOP. CLEANED CONTACTS ON BULB AND SOCKET, OPS CHECK NORMAL.									
3350 USAA	394US 23316	BOEING 7373B7				BATTERY PACK AD20131A	DISCHARGED CABIN		11/21/97 USAASB97318
PVD - MAINTENANCE FOUND THE AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK. OPS CHECK GOOD. (M)									
3350 W8PA	947WP 23376	BOEING 7373B7				LIGHT S417N50911	INOPERATIVE CABIN		12/5/97 W8PA971523
DEN- EMERGENCY FLOOR TRACK LIGHT AT ROW 6 IS MISSING THE BULB AND SOCKET. REPLACED LIGHT ASSY, OPS CHECK GOOD.									
3350 W8PA	947WP 23376	BOEING 7373B7				BULB OL3071BPEGPL	FAILED CABIN		12/7/97 W8PA971524
DEN- EMERGENCY LIGHT AT THE L-1 DOOR HAS BULBS INOP. REPLACED BULBS, OPS CHECK GOOD.									
3350 W8PA	952WP 23378	BOEING 7373B7				LENS S417N5092	MISSING CABIN		12/4/97 W8PA971519
DEN- EMERGENCY FLOOR TRACK LIGHTING LENS IS MISSING AT ROW 7. INSTALLED LENS.									
3350 W8PA	953WP 23384	BOEING 7373B7				LAMP OL3071BPEGPL	INOPERATIVE CABIN		12/6/97 W8PA971522
DEN- EMERGENCY FLOOR TRACK LIGHT INOP AT ROW 2. REPLACED LAMP, OPS CHECK GOOD.									
3350 USAA	510AU 23385	BOEING 7373B7				BATTERY AD20131A	DISCHARGED CABIN		11/9/97 USAASB97311
PHL - MAINTENANCE FOUND A STRIP OF EMERGENCY LIGHTS IN THE FORWARD CABIN INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY AND CHARGER ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	510AU 23385	BOEING 7373B7				CHARGER 110049	INOPERATIVE CABIN		11/9/97 97ZZZM1171
PHL - MAINTENANCE FOUND A STRIP OF EMERGENCY LIGHTS IN THE FORWARD CABIN INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY AND CHARGER ASSEMBLY. OPS CHECK GOOD. (M)									
3350 USAA	510AU 23385	BOEING 7373B7				WIRE HARNESS	FAILED CABIN		11/20/97 USAASB97319
LAX - FLT 36 - AT DEPARTURE TIME, CREW REPORTED THAT ONE FLOOR LEVEL EMERGENCY LIGHT IN THE FORWARD CABIN WAS INOP. AIRCRAFT WAS RELEASED FOR CONTINUED SERVICE PER MEL. MAINTENANCE REMOVED AND REPLACED A PORTION OF THE HARNESS AND THE LAMP HOLDER. OPS CHECK GOOD. CLEARED MEL. (M)									
3350 AWXA	151AW 23219	BOEING 7373G7				LIGHT 831136	BROKEN CABIN		11/25/97 AWXA9700680
DURING ROUTINE MAINTENANCE CHECK, FOUND SEAT EMERGENCY EXIT LIGHT BROKEN AT ROW 15L. REMOVED AND REPLACED EMERGENCY EXIT LIGHT ASSEMBLY, OPS CHECK GOOD.									

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3350 AWXA	157AW 23779	BOEING 7373G7				LIGHT 1012721	BROKEN CABIN		11/17/97 AWXA9700681
SEAT MOUNTED EMERGENCY LIGHT BROKEN. REPLACED THE LIGHT ASSY. STC - SA3432NM									
3350 W8PA	961WP 23332	BOEING 7373L9				LAMP OL3071BPEGPL	FAILED CABIN		12/6/97 W8PA971525
DEN- EMERGENCY LIGHT AT ROW 1 IS INOP. REPLACED LAMP, OPS CHECK GOOD.									
3350 USAA	417US 23984	BOEING 737401				POWER SUPPLY 20121	FAILED CABIN		11/16/97 USAASB97314
CLE - MAINTENANCE FOUND THE EXTERIOR EMERGENCY LIGHT UNDER THE LEFT FLAP AND THE RIGHT AFT (OVERWING) INTERIOR IDENTIFIER EMERGENCY LIGHT INOP. MAINTENANCE REMOVED AND REPLACED THE M1136 POWER SUPPLY. OPERATIONAL CHECK NORMAL. (M)									
3417 USAA	510AU 23385	BOEING 7373B7				ADC HG480B42	FAILED RIGHT	31827	11/10/97 USAASB97309
PIT - FL 152 - SHORTLY AFTER TAKEOFF, THE AUTO-PILOT DISENGAGED, THE FIRST OFFICERS AIRSPEED DECREASED, THE STALL WARNING SOUNDED AND THE STICK SHAKER ACTIVATED. FLIGHT RETURNED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE RIGHT AIR DATA COMPUTER. (M)									
5230 USAA	288AU 23135	BOEING 7372B7				FRAME	CRACKED CARGO DOOR	36159	11/15/97 USAA970336
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND .5 INCH CRACK DOOR FRAME AT BOTTOM FORWARD CORNER OF FORWARD CARGO DOOR FRAME. STOP DRILLED CRACK AND INSTALLED DOUBLER REPAIR, REPAIRED PER SRM 51-40-3 FIG 1. (M)									
5247 ZZDA	737Q 21279	BOEING 7372L9				SKIN	CHAFFED APU DOOR		11/14/97 97ZZM1190
DURING C-CHECK, FOUND APU COMPARTMENT DOOR FORWARD LEFT CORNER SKIN CHAFFED WORN THIN AND BENT. FABRICATED AND INSTALLED EXTERNAL DOUBLER IAW 737 SRM 51-40-3 FIG 1. (M)									
5311 USAA	288AU 23135	BOEING 7372B7				FRAME	CRACKED BS 616	36159	11/15/97 USAA970334
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND .25 INCH CRACK BS 616 WL 201 LBL 63 FRAME. INSTALLED DOUBLER, REPAIRED PER EA 43250. (M)									
5311 ZZDA	737Q 21279	BOEING 7372L9				FRAME	CRACKED BS 440	32597	11/20/97 97ZZM1191
DURING C-CHECK, FOUND FORWARD CARGO DOOR FORWARD JAMB, FRAME CRACKED JUST BELOW STRINGER 21. CRACK EXTENDS FROM TOP FLANGE TO RADIUS OF LOWER FLANGE. (M)									
5313 USAA	288AU 23135	BOEING 7372B7				STRINGER	CORRODED BS 1016	36159	11/15/97 USAA970333
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND .25 INCH BY 10 INCHES CORROSION AT BS 1016 AT STRINGER 26R FUSELAGE STRINGER. REMOVED CORRODED SECTION AND SPLICED IN NEW STRINGER. REPAIRED PER BOEING DRAWING 65-45776. (M)									
5314 USAA	288AU 23135	BOEING 7372B7				KEEL BEAM 6562125502	WORN BS 727	36159	11/15/97 USAA970330
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND FLANGE WORN AT SCREW HOLES FORWARD OF BS 727 RIGHT SIDE KEEL BEAM LOWER CHORD. BLENDED DAMAGE AREAS AND INSTALLED FABRICATED REPAIR, REPAIRED PER EA 4329. (M)									
5330 F3LA	212US 20212	BOEING 737201				SKIN	CRACKED BS 276.5		11/28/97 F3LA97161
DEN - DURING SERVICE CHECK, MAINTENANCE REPORTED A 6 INCH CRACK IN THE NOSE WHEEL WELL OVERHEAD SKIN AT STATION 276.5, LBL 6 TO LBL 12. MAINTENANCE REPAIRED CRACK PER SRM 51-40-2. (M)									

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5330 USAA	288AU 23135	BOEING 7372B7				SKIN	SCRATCHED BS 987-1006		11/15/97 USAA970331
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND BURNISHED OUT SCRATCHES BEYOND LIMITS 2 INCHES BY 19 INCHES BETWEEN STRINGERS 2 - 3 LT, BS 987-1006 (UNDER DORSEL FIN) FUSELAGE SKIN. CUT OUT DAMAGE AND INSTALLED 23.5 INCH BY 8 INCH DOUBLER PER SRM SRM 53-30-3 FIG 1. (M)									
5330 USAA	288AU 23135	BOEING 7372B7				SKIN	SCRATCHED BS 877	36159	11/15/97 USAA970332
INT - DURING Q-1 CHECK VISUAL INSPECTION, FOUND 8 INCH SCRATCH, BLENDED BEYOND SRM LIMITS, BS 877 BETWEEN STRINGER 18L AND STRINGER 19L FUSELAGE SKIN. FABRICATED AND INSTALLED DUOBLER REPAIR, REPAIRED PER SRM 53-30-1, FIG 1. (M)									
5330 USAA	288AU 23135	BOEING 7372B7				SKIN	CRACKED FUSELAGE	36159	11/15/97 USAA970335
INT - DURING Q-1 CHECK EDDY CURRENT INSPECTION, FOUND CRACK .5 INCH FORWARD SERVICE DOOR SKIN LOWER AFT CORNER. DOUBLER AND TRIPLERS INSTALLED, REPAIRED PER SRM 43-30-3, FIG 6. (M)									
5347 ZZDA	465AT 21528	BOEING 7372L9				SEAT TRACK	CORRODED BS 344		10/28/97 97ZZM1189
DURING C-CHECK, FOUND MAIN CABIN FS 344 LEFT, OUTBOARD SEAT TRACK, INBOARD FLANGE HAS IG CORROSION. REMOVED SEAT TRACK SECTION FROM FS 344-360, FABRICATED, DRILLED UP, DEBURRED, ALODINED, AND PRIMED NEW SEAT TRACK. INSTALLED NEW SEAT TRACK IAW 737 SRM 53-10-5. (M)									
5347 ZZDA	465AT 21528	BOEING 7372L9				SEAT TRACK	CORRODED BS 344-360		10/27/97 97ZZM1186
DURING C-CHECK, FOUND MAIN CABIN CORROSION ON SEAT TRACK FLANGE LBL 21 FS 344-360. REMOVED SEAT TRACK SECTION FS 344-360 LBL 21. FABRICATED, DRILLED, DEBURRED, ALODINED, AND PRIMED SEW SEAT SECTION. INSTALLED NEW SEAT TRACK SECTION FS 344-360 IAW 737 SRM 53-10-5. (M)									
5610 USAA	389US 23311	BOEING 7373B7				WINDSHIELD 5893543110	CRACKED RT COCKPIT		11/19/97 USAASB97317
RDU - FLT 814 - AT FL250, APPROX 25 MILES NORTHEAST OF RDU, THE FIRST OFFICERS FORWARD WINDSHIELD CRACKED. CAPTAIN DECLARED AN EMERGENCY AND MADE A SLOW DESCENT FOR LANDING. FLIGHT DIVERTED TO RDU AND LANDED WITHOUT INCIDENT. MAINTENANCE REMOVED AND REPLACED THE FIRST OFFICERS FORWARD WINDSHIELD AND HEAT CONTROL UNIT PER THE MM. OPERATIONAL CHECK GOOD. (M)									
5730 ZZDA	465AT 21528	BOEING 7372L9				SKIN	CORRODED LT WING		11/2/97 97ZZM1192
DURING C-CHECK, FOUND LT WING TOP SIDE APPROX 40 INCH OUTBOARD OF NR 1 SPOILER CORROSION SKIN BULGE AND 2 RIVETS HEAD POPPED. (M)									
5730 ZZDA	465AT 21528	BOEING 7372L9				SKIN	CORRODED RT WING		10/24/97 97ZZM1185
DURING C-CHECK, FOUND RIGHT WING TOP L/E SKIN CORRODED FORWARD OF FRONT SPAR AND INBOARD OF NR 2 ENGINE. REMOVED DAMAGED AREA AND INSTALLED REPAIR IAW 737 SRM 57-30-4 FIG 3. (M)									
5730 ZZDA	465AT 21528	BOEING 7372L9				SKIN	CORRODED LT WING		10/24/97 97ZZM1187
DURING C-CHECK, FOUND LEFT WING TOP LEADING EDGE HAS IG CORROSION IN 2 PLACES, FORWARD OF FRONT SPAR AND BETWEEN WING TO BODY FAIRING AND NR 1 ENGINE. DAMAGED AREAS WERE REMOVED AND REPAIRED IAW 737 SRM 57-30-4, FIG 3. (M)									
5730 ZZDA	465AT 21528	BOEING 7372L9				SKIN	CRACKED LT WING		10/21/97 97ZZM1188
DURING C-CHECK, FOUND LEFT WING SKIN CRACKED APPROX 1 INCH AT NR 2 SLAT ACTUATOR. TRIMMED OUT DAMAGED AREA AND SPLICED IN NEW SKIN IAW PEMCO EA NR PD37-57-003, AND BOEING TELEX PEM-DHN-97-0029RR. (M)									

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7261 CALA	10242 20071	BOEING 7372C0				FITTING	LEAKING OIL FILTER		12/6/97 CALA9701710
THE NR 2 ENGINE OIL QUANTITY AND PRESSURE BEGAN TO DROP WHILE EN ROUTE. THE NR 2 ENGINE WAS SHUTDOWN AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND OIL LEAKING FROM BANJO FITTING AT ENGINE OIL FILTER HOUSING. A NEW FITTING AND PACKING WERE INSTALLED. THE ENGINE WAS SERVICED WITH OIL AND LEAK CHECKS WERE GOOD.									
3350 IPXA	682UP 20349	BOEING 747121				BULB	FAILED CABIN		11/27/97 UPS97425324
INSPECTION TYPE-N/A, REF DMI NR M-142426 FWD EMERGENCY EXIT LIGHT ON L-1 DOOR SILL INOP. FOUND SHORTED LIGHT BULB IN L1853. REPLACED BULB AND F1 FUSE IN M415, TEST GOOD REF WDM 33-51-01.									
3350 NWAA	665US 24224	BOEING 747451				CONNECTOR	LOOSE CABIN		12/5/97 9722636309
DURING LINE CHECK, FOUND RIGHT 'E' ZONE FLOOR PATH EMERGENCY LIGHTS AND DOOR 3R EMERGENCY LIGHT INOPERATIVE. RECONNECTED ELECTRICAL CONNECTORS, OPERATIONAL CHECK OK.									
3530 P5CA	859FT 20326	BOEING 747123				CLAMP	BROKEN COCKPIT		11/23/97 P5CA9701844
UPPER ATTACH CLAMP ON PORTABLE OXYGEN BOTTLE IN COCKPIT BROKEN. REPLACED BRACKET ASSEMBLY PER BOEING MAINTENANCE MANUAL 35-31-00.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1301		11/20/97 CKSA97578
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: FLOOR SUPPORT BETWEEN LBL 10 AND RBL 10 STA 1301 CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-03. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11635.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1341		11/20/97 CKSA97575
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: FLOOR SUPPORT BETWEEN LBL 10 AND RBL 10 STA 1341 CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-1. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-03. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11638.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1321		11/20/97 CKSA97577
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: FLOOR SUPPORT BETWEEN LBL 10 AND RBL 10 STA 1321 CORRODED. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11636.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1301		11/20/97 CKSA97579
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: FLOOR SUPPORT BETWEEN SEAT TRACKS LBL 10 AND LBL 30 STA 1301 CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-03. REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11634.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1416		11/20/97 CKSA97582
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: CORROSION ON FLOOR SUPPORT STA 1416 LBL 10 TO RBL 10. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-03. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11695.									

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5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1372		11/20/97 CKSA97583
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: CORROSION STA 1372 LBL10 TO RBL10 FLOOR SUPPORT. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND TO BE OUT OF LIMITS IAW B747 SRM 53-10-03. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11694.									
5320 CKSA	704CK 20528	BOEING 747146				SUPPORT	CORRODED BS 1331		11/20/97 CKSA97576
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: FLOOR SUPPORT BETWEEN LBL 10 AND RBL 10 STA 1331 CORRODED. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-03. REMOVED AND REPLACED FLOOR SUPPORT IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11637.									
5330 EIAA	478EV 21033	BOEING 747SR46				SKIN	CRACKED RT MLG WW		9/8/97 EIAA970205
SAT - DURING B-CHECK, FOUND A CRACK IN NOSE GEAR WHEEL WELL SKIN RIGHT SIDE WALL AT FS 260, WL 145, RBL 30. FABRICATED AND INSTALLED REPAIRS IAW SRM 51-30-2. (M)									
5347 CKSA	704CK 20528	BOEING 747146				SEAT TRACK	CORRODED BS 1265-1372		11/20/97 CKSA97574
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: SEAT TRACK FLANGES CORROSION AT SCREW HOLES RBL10 STA 1265 TO 1372. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-01 FIG 1. REMOVED AND REPLACED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11640.									
5347 CKSA	704CK 20528	BOEING 747146				SEAT TRACK	CORRODED BS 1265-1372		11/20/97 CKSA97573
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: SEAT TRACK FLANGES CORRODED AT SCREW HOLES RBL 30 STA 1265 TO 1372. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-01 FIG 1. REMOVED AND REPLACED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON ROUTINE TASK CARD NUMBER 11641.									
5347 CKSA	704CK 20528	BOEING 747146				SEAT TRACK	CORRODED BS 1301-1372		11/20/97 CKSA97580
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: CORRODED SEAT TRACK FLANGE LBL 30 STA 1301 TO 1372 AT SCREW HOLES. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-01 FIG 1. REMOVED AND REPLACED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11633.									
5347 CKSA	704CK 20528	BOEING 747146				SEAT TRACK	CORRODED BS 1301-1372		11/20/97 CKSA97581
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: SEAT TRACK FLANGE CORRODED AT SCREW HOLES STA 1301 TO 1372 LBL 10. REMOVED CORROSION IAW B747 SRM 51-10-01. FOUND OUT OF LIMITS IAW B747 SRM 53-10-01 FIG 1. REMOVED AND REPLACED SEAT TRACK IAW B747 SRM 51-10-01 AND 51-30-02. CORROSION TASK CARD NUMBER C53-210-06. NON-ROUTINE TASK CARD NUMBER 11632.									
5522 P5CA	859FT 20326	BOEING 747123				SKIN	TORN LT ELEVATOR		11/26/97 P5CA9701842
TEAR AND DELAMINATION AT INBOARD AFT CORNER LEFT OUTBOARD ELEVATOR. REPAIRED PER BOEING SRM 51-40-15.									
5730 P5CA	859FT 20326	BOEING 747123				PANEL	DELAMINATED RT WING		11/22/97 P5CA9701843
FIBERGLASS SURFACE RIPPING AWAY FROM RIGHT WING UPPER SURFACE LEADING EDGE PANEL. REPAIRED PER BOEING SRM 51-40-12.									
5730 P5CA	920FT 22237	BOEING 747249F				PANEL	DELAMINATED LT WING		12/2/97 P5CA9701839
CRACK AND DELAMINATION LEFT WING LEADING EDGE UPPER PANEL BY NR 12 LEADING EDGE FLAP OUTBOARD SIDE. REPAIRED PER POLAR MA 5780-01:01.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5755 P5CA	851FT 19756	BOEING 747122				PANEL 65B0232501	DELAMINATED NR 2 SPOILER		12/2/97 P5CA9701840
DELAMINATION NR 2 SPOILER PANEL LOWER SKIN BY AFT EDGE. REPLACED PANEL PER BOEING M/M 27-61-02.									
7110 P5CA	921FT 21575	BOEING 747283B				COWL	PUNCTURED NR 4 ENGINE		11/24/97 P5CA9701841
PUNCTURE/SLIGHT HEAT DAMAGE TO NR 4 (RT) OUTBD FAN COWL. REPAIRED PER SRM 51-04-40-06.									
7120 EIAA	478EV 21033	BOEING 747SR46				SAFETY LINK	GOUGED NR 4 ENGINE		9/8/97 EIAA970207
SAT - DURING B-CHECK, FOUND NR 4 ENGINE LOWER AFT MOUNT RIGHT AFT SAFETY LINK HAS TWO GOUGES. BLENDED SAFETY LINK IAW EC/RA 662291-71-001-1 REV A. (M)									
7120 EIAA	478EV 21033	BOEING 747SR46				MOUNT	GOUGED NR 4 ENGINE		9/8/97 EIAA970206
SAT - DURING B-CHECK, FOUND NR 4 ENGINE AFT MOUNT FITTING AT THE RIGHT TANGENTIAL LINK HAS TWO GOUGES. BLENDED FITTING IAW MM 71-21-00 PAGE 605. (M)									
3340 USAA	617AU 27148	BOEING 7572B7				SWITCH 233N321441	FAILED COCKPIT		11/12/97 USAABB97141
LAX - FL 9 - ON TAKEOFF, CREW NOTED SMELL OF BURNING RUBBER. SMELL DISSIPATED AFTER ABOUT TWO MINUTES. ON APPROACH TO LAX, WHEN GEAR WAS LOWERED, THE SMELL RETURNED. SMELL WAS CONFINED TO THE COCKPIT. MAINTENANCE FOUND THE LEFT RUNWAY TURNOFF SWITCH BURNED ON THE LIGHTING CONTROL PANEL (M10056). THE CIRCUIT BREAKER WAS PULLED AND THE PANEL PROGRAMMED FOR REPLACEMENT. (M)									
3350 DALA	643DL 23997	BOEING 757232			081691	SOCKET	FAILED CABIN		12/4/97 DL757972530
EMERGENCY TRACK LIGHTING SOCKET OUT OF HOLDER IN F/C AREA. REPLACED SOCKET, OPN NORMAL.									
3350 USAA	615AU 27146	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		11/5/97 USAABB97138
LGA - FOUND FLOOR EMERGENCY EXIT LIGHTS INOPERATIVE AT SEATS 2, 13, 18 AND 33. REPLACED BATTERY PACKS AT ALL SEATS. (M)									
3350 USAA	616AU 27147	BOEING 7572B7				BATTERY 8731002511	DISCHARGED CABIN		11/13/97 USAABB97140
LAX - FOUND THE EXIT IDENTIFIER AT THE L4 DOOR INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY. (M)									
3350 USAA	616AU 27147	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		11/13/97 USAABB97139
LAX - EMERGENCY FLOOR LIGHTS INOPERATIVE AT SEATS 9, 12 AND 23. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 AWXA	908AW 24233	BOEING 7572G7				LIGHT 1060091101	MISSING CABIN		12/1/97 AWXA9700683
DURING ROUTINE MAINTENANCE CHECK, FOUND FLOOR PROXIMITY LIGHT LENS MISSING AT ROW 10. REMOVED AND REPLACED LIGHT ASSEMBLY, OPS CHECK GOOD.									
3350 DALA	156DL 25354	BOEING 7673P6				POWER SUPPLY BPS73	INOPERATIVE CABIN		12/2/97 DL76G972525
DURING SERVICE CHECK, F/C AND B/C EMERGENCY LIGHTS FAILED TEST. REPLACED BATTERY PACK AND POWER SUPPLY, OPERATION TEST SATISFACTORY.									
5313 DALA	101DA 22213	BOEING 767232				STRINGER 143T300162	CORRODED BS 550-654		12/5/97 DL767972547
CORROSION DAMAGE BEYOND LIMITS FOUND ON STR 34R FROM STA 550 TO STA 654. REPAIRED PER ERA 331055-14.									

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5313 DALA	101DA 22213	BOEING 767232				STRINGER 146T30027173	CORRODED BS 1435-1461		12/5/97 DL767972546
STR 30R CORRODED BEYOND LIMITS BETWEEN STA 1439 AND 1461. ALSO, STR 32R CORRODED BEYOND LIMITS BETWEEN STA 1417 AND 1439. REPAIRED PER ERA 331054-14.									
5315 DALA	101DA 22213	BOEING 767232				FLOORBEAM 141T581468137	CRACKED BS 246		12/5/97 DL767972544
FS 246 FLOORBEAM UPPER WEB FOUND WITH TYP CRACK AT RBL 20 UNDERNEATH THE RBL 20 STIFFENER. ALSO, STIFFENER CRACKED. ADDITIONALLY, CORROSION FOUND ON WEB AND MID CHORD AT APPROX RBL 30 AND RBL 40. REPAIRED ERA 331015-14.									
5315 DALA	101DA 22213	BOEING 767232				FLOORBEAM 141T511172	CORRODED BS 287		12/5/97 DL767972545
CORROSION FOUND ON STA 287 FLOORBEAM UPPER CHORD FROM LBL 10 TO THE RT EOP. REPAIRED PER ERA 331029-14.									
5330 DALA	101DA 22213	BOEING 767232				SKIN	CORRODED BS 1140		12/5/97 DL767972543
ADDITIONAL CORROSION DAMAGE FOUND NEAR EXISTING REPAIRED CORROSION DAMAGE (REF ERA208585-14). REPAIR IS REMOVED AND A LARGER REPAIR INSTALLED. REPAIR PER ERA 208585-14, REV B.									
2432	300LS	BRAERO BAE125800A				BATTERY RG390E	DEFECTIVE DC SYSTEM		11/24/97 97ZZZX5093
BOTH BATTERIES SUPPORT SLEEVE ON THE OUTSIDE OF BATTERY SLIDES DOWN 2 INCHES IN-FLIGHT OR DURING LANDING. CONCORDE FAX SAID TO PUSH SLEEVE UP AND PUT TAPE ON BOTTOM OF SLEEVE.									
2432	300LS	BRAERO BAE125800A				BATTERY RG390E	DEFECTIVE DC SYSTEM		11/24/97 97ZZZX5094
BOTH BATTERIES SUPPORT SLEEVE ON THE OUTSIDE OF BATTERY SLIDES DOWN ABOUT 2 INCHES IN-FLIGHT OR DURING LANDING. CONCORDE FAX SAID TO PUSH SLEEVE UP AND PUT TAPE ON BOTTOM OF SLEEVE.									
3710 DJFR	701NW NA0206	BRAERO HS125700A				VACUUM LINE 25VF3323309	CHAFED FRAME 9		9/4/97 97ZZZX5033
A PRESSURIZATION BUMP WAS FELT WHEN MAIN AIR VALVES WERE TURNED ON OR THROTTLES WERE MOVED. FOUND RTAILERON CABLE HAD CHAFED THROUGH VACUUM LINE AT FRAME 9 ON RT SIDE OF AIRCRAFT. SUSPECT CABLE TENSION HAD BEEN RELAXED, THEN TENSIONED, WHICH PUT THE CABLE ON THE LOWER SIDE OF THE LINE INSTEAD OF ON TOP. SUBMITTER SUGGESTS VISUAL INSPECTION OF LINE WHEN ACCESS IS AVAILABLE AS WELL AS INSTALLING ADDITIONAL CLAMP AT FRAME 9. CARE SHOULD BE TAKEN WHENEVER CABLE TENSIONS ARE RELAXED TO PREVENT REPOSITIONING OF THE CABLE WHEN LOOSE.									
8530 DOKA	414YH 414A0514	CESSNA 414A	CONT TSIO520NB			CYLINDER 642594F	CRACKED ENGINE		10/14/97 97ZZZX5107
OIL LEAKED FROM THE CRACKED CYLINDER WHICH FLOWED ONTO THE EXHAUST SYSTEM AND CAUSED SOME SMOKE TO BE FORCED INTO THE CABIN. THE PILOT DID A PRECAUTIONARY SHUT DOWN AND LANDED AT RAPID CITY WITHOUT ANY FURTHER INCIDENT.									
2750 MOGA	45NS 5500479	CESSNA 550				GEARBOX 556517531	SEIZED RT FLAP		11/12/97 97ZZZX5035
AFTER TAKEOFF FOR FLIGHT TO ORLANDO, FLAPS SELECTED UP. HEARD BANG AND FLAP CIRCUIT BREAKER TRIPPED. RESET CIRCUIT BREAKER, FLAPS DID NOT MOVE AND CIRCUIT BREAKER TRIPPED AGAIN. FLIGHT CONTINUED TO DESTINATION AT REDUCED SPEED AND MADE UNEVENTFUL LANDING. TROUBLESHOOTING REVEALED RIGHT GEARBOX HAD SEIZED. THIS CAUSED LEFT FLAP GEARBOX TO SHEAR ITS DRIVESHAFT. BOTH GEARBOXES WERE REPLACED BY UPDATED DASH 38 UNITS IAW CESSNA SB 550-27-16, REV 1.									
2740 K3GR		CESSNA 650				CONTROLLER 99141973B	MALFUNCTIONED STAB CONTROL		8/4/97 97ZZZX5082
UNIT REPORTED TO CAUSE AN INTERMITTENT TRIM FAIL ANNUNCIATOR LIGHT.									

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2740	500FR	CESSNA				ACTUATOR CONTROL	FAILED		11/4/97
	650208	650				99141973B	PITCH TRIM		97ZZZX5095
AIRCRAFT PRIMARY PITCH TRIM INOPERABLE. IF NOSE UP OR DOWN WAS SELECTED, PITCH TRIM WOULD NOT MOVE AND PITCH TRIM FAIL ANNUNCIATOR WOULD COME ON. TROUBLESHOT DOWN TO ACTUATOR CONTROL UNIT. ORDERED AND INSTALLED REPLACEMENT UNIT. TURNED AIRCRAFT POWER ON, PITCH TRIM FAIL ANNUNCIATOR WOULD COME ON IMMEDIATELY AND PITCH TRIM WOULD BE INOPERABLE. RE-CHECKED SYSTEM DOWN TO ACTUATOR CONTROL UNIT. ORDERED AND INSTALLED ANOTHER REPLACEMENT UNIT. THIS ONE WORKED.									
3453		CESSNA				LORAN	MALFUNCTIONED		10/16/97
TI1R		650			AVA1000	4530089	COCKPIT		97ZZZX5081
LORAN GIVES CONSTANT BATTERY WARNING MESSAGE. REMOVED AND REPLACED.									
3030	916CA	CNDAIR				CIRCUIT BREAKER	TRIPPED		12/4/97
COMA	7014	CL6002B19					COCKPIT		COMA9760240
TAT, AOA, STATIC AND PITOT CAUTION MESSAGE DURING CLIMB. RESET THE NR 2 ADS HEAT CONTROLLER CIRCUIT BREAKERS. SYSTEM TEST SATISFACTORY.									
3350	102AV	DHAV			DHAV	BULB	FAILED		12/7/97
QXEA	091	DHC8102				MS25231316	CABIN		QXEA9700878
PDX- FORWARD EMERGENCY EXIT LIGHT AT THE FORWARD EMERGENCY DOOR IS INOP. REPLACED LAMP, OPERATIONAL CHECKS GOOD.									
3350	815PH	DHAV			DHAV	LIGHT	INOPERATIVE		12/8/97
QXEA	50	DHC8102			82510202001	10005511	COCKPIT		QXEA9700880
PDX- EMERGENCY OVERHEAD LANTERN IN COCKPIT IS INOP. REPLACED OVERHEAD LIGHT ASSEMBLY, OPERATIONAL CHECKS GOOD.									
3350	815PH	DHAV				BATTERY	DEPLETED	11968	12/6/97
QXEA	50	DHC8102				6104789	CABIN	336	QXEA9700879
SEA- EMERGENCY LIGHTS FAIL TO TEST. INSPECTED AND FOUND THE TEST SWITCH FOR THE EMERGENCY LIGHTS LEFT IN THE ON POSITION, DEPLETING THE BATTERIES. REPLACED BATTERY POWER PACKS AT PS-1, PS-2, PS-4 AND PS-5, OPERATIONAL CHECKS GOOD.									
3350	448YV	DHAV				CONNECTOR	DISCONNECTED		11/1/97
MASA	448	DHC8202					CABIN		MASA97209
DURING A ROUTINE LINE CHECK INSPECTION, THE FIRST SEGMENT OF THE EMERGENCY FLOOR TRACK LIGHTING WOULD NOT ILLUMINATE. MAINTENANCE FOUND THE ELECTRICAL PLUG DISCONNECTED, RECONNECTED IT AND CLEANED THE TRACK ASSEMBLY, OPS CHECK GOOD. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5270	811PH	DHAV				WARNING LIGHT	ILLUMINATED		12/3/97
QXEA	23	DHC8102					PAX DOOR		QXEA9700875
BTM - RETURN TO FIELD, MAIN CABIN DOOR LIGHT CAME ON AFTER TAKEOFF. LANDED WITHOUT INCIDENT. INSPECTED DOOR OPERATION. TESTED GOOD PER MEL PROCEDURE 52-2. FORCE INTERNAL LOAD 43 LBS EXTERNAL 35 LBS, NO DEFECTS NOTED. NO PARTS REPLACED.									
6120	353PH	DHAV				AUTOFEATHER SYS	MALFUNCTIONED		12/4/97
QXEA	496	DHC8202					ENGINES		QXEA9700876
AUTOFEATHER DID NOT ARM ON TAKEOFF ROLL. ABORTED TAKEOFF AND RETURNED TO THE GATE. INSPECTED AND RETRIMMED THE ENGINES, OPERATIONAL CHECKS GOOD. AIRCRAFT RETURNED TO SERVICE. NO PARTS REPLACED.									
3240	432JS	DORNER	PWA	HARTZL		BRAKES	DRAING		12/4/97
VNNA	3045	DO328100	PW119B	HDE6C3B			LANDING GEAR		VNAA9712002
DURING TAXI FOR TAKEOFF, THE CREW NOTED A NOISE COMING FROM THE LANDING GEAR. THE AIRCRAFT RETURNED TO THE GATE AND MAINTENANCE WAS NOTIFIED. PIT MAINTENANCE INSPECTED THE LANDING GEAR IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-00-00. NO DEFECTS WERE FOUND. A GROUND TAXI CHECK WAS CARRIED OUT AND THE DISCREPANCY COULD NOT BE DUPLICATED.									

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3350 VNNA	422JS 3018	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		PWR SUPPLY 321473	INOPERATIVE CABIN		12/6/97 VNAA9712004
DURING PREFLIGHT INSPECTION, IT WAS DISCOVERED THAT THE EMERGENCY FLOOR LIGHTS LOCATED AT THE MIDDLE SECTION, WERE INOPERATIVE. MAINTENANCE INSPECTED AND REPLACED THE EMERGENCY LIGHT POWER SUPPLY AT 5 LK, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-51-01. FUNCTION CHECKS WERE COMPLIED WITH AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2430 HALA	171AA 46906	DOUG DC1010				RCCB CB12460	FAILED E/E COMPT		11/19/97 HALA9700233
FLT 2 - HNL - ON FINAL TO LAX WITH 35 DEGREES FLAPS SELECTED AND GPWS SW OFF, STICK SHAKER ACTUATED APPROX 15-20 KNOTS ABOVE VREF. ON DESCENT, TURNED NAV LIGHT SWITCH ON AC BUSS TIE '1' ISOL LIGHT CAME ON AND LOST ALL ASSOCIATED INSTRUMENTS. AIRCRAFT DIVERTED TO 'ONT' WHERE AN UNEVENTFUL LANDING WAS MADE. (M)									
3233 CALA	14062 47863	DOUG DC1030				ATTACH LUG	FAILED LT MLG ACTUATOR		12/1/97 CALA9701708
THE AIRCRAFT LOST NR 3 HYDRAULIC SYSTEM AND GEAR UNSAFE LIGHT ILLUMINATED WHILE INBOUND TO EWR. THE AIRCRAFT WAS TAKEN OUT OF SERVICE FOR TROUBLESHOOTING. INITIAL FINDINGS REVEALED RETRACT ACTUATOR ATTACH LUG FAILURE AT LT MLG RETRACT CYLINDER.									
3260 CALA	68042 46901	DOUG DC1010				PROX UNIT 802530	INOPERATIVE MLG		12/3/97 CALA9701709
THE AIRCRAFT RETURNED TO NGO A SECOND TIME FOR THE SAME PROBLEM. THE RED MLG LIGHTS ILLUMINATED WITH TAKEOFF WARNING HORN ACTIVATING AFTER GEAR RETRACTION ON TAKEOFF. THE GEAR WAS CYCLED, BUT THE WARNINGS REPEATED. MAINTENANCE CHECKED RESISTANCE OF PROXIMITY SENSORS THROUGH PROXIMITY BOX AND CHECKS WERE NORMAL. THE THROTTLE SWITCHES WERE CHECKED IAW WDM 32-62-02 AND ALL CHECKS WERE NORMAL. FLIGHT CONDITION WAS SIMULATED WITH UPLOCK AND DOWNLOCK SENSORS WITH GEAR HANDLE UP AND ALL INDICATIONS WERE NORMAL. THE PROXIMITY CONTROL SWITCH UNIT WAS REMOVED AND REPLACED AS A PRECAUTIONARY MEASURE. A FLIGHT EVALUATION WAS PERFORMED AND SYSTEM OPERATION CHECKED GOOD.									
5245 L2KA	833LA 46937	DOUG DC1030				HINGE PIN S2245042S9416	MISSING AFT AC DOOR		11/8/97 97ZZM1183
FLT 612 - DURING CLIMB-OUT IN CLEAR WEATHER, THE PILOT REPORTED A LOUD RUMBLING NOISE AND VIBRATION THROUGH OUT THE FORWARD CABIN AND COCKPIT. FUEL WAS DUMPED AND THE AIRCRAFT RETURNED BACK TO FLL WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE AFT AIRCONDITIONING GND AIR DOOR HINGE PIN MIGRATED OUT. ALSO, ONE DOOR LATCH WAS FOUND OPEN. THE HINGE AND PANEL WERE INSPECTED AND THE PIN WAS REINSTALLED. AC DOOR WAS THEN ADJUSTED AND OPS CHECKED. AIRCRAFT RETURNED TO SERVICE. (M)									
5311 AALA	143AA 46555	DOUG DC1030				FRAME	CORRODED BS 1841		11/4/97 AALA972101
ABOVE LONG 43L FRAME STATION 1841 HAS INTERGRANULAR CORROSION THROUGH AFT ANGLE AND SHEAR TIE ADJACENT TO NR 1 ROLLER TRAY. REMOVED AND REPLACED FRAME WEB AARD 51-01-00-05. (M)									
5320 AALA	143AA 46555	DOUG DC1030				SUPPORT	CORRODED BS 892		10/17/97 AALA972008
TUL - ANCHOR MOUNT CORRODED, LAV D, AFT INBOARD CORNER, SUPPORT TO NR 7 FLOOR SEAT TRACK LEFT TO RIGHT. REMOVED AND REPLACED (INSTALLED) A NEW LAV SUPPORT PER AARD 51-10-00-1. (M)									
5320 AALA	143AA 46555	DOUG DC1030				SUPPORT	CORRODED BS 1841-2007		10/15/97 AALA972060
TUL - NR 3 RIGHT INBOARD GALLEY SUPPORT BEAM HAS CORROSION. FABRICATED NEW NR 3 GALLEY SUPPORT BEAM ASSEMBLY. INSTALLED PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	143AA 46555	DOUG DC1030				MOUNT	CORRODED BS 795		10/20/97 AALA972003
TUL - FOUND CORROSION ON G4 RIGHT AFT INBOARD MOUNT. REMOVED AND REPLACED MOUNT PER SRM 51-00-00 PAGE 2. (M)									

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5320 AALA	143AA 46555	DOUG DC1030				SUPPORT	CORRODED BS 1841-2007		10/15/97 AALA972059
TUL - NR 4 RIGHT OUTBOARD GALLEY SUPPORT BEAM HAS CORROSION. REPLACED GALLEY SUPPORT NR 4 RIGHT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	143AA 46555	DOUG DC1030				MOUNT	CORRODED BS 795		10/20/97 AALA972002
G-4 GALLEY MOUNT LEFT AFT OUTBOARD HAS CORROSION BEYOND MANUAL LIMITS. REMOVED AND REPLACED GALLEY MOUNT PER SRM 51-00-00 PAGE 2. (M)									
5320 AALA	143AA 46555	DOUG DC1030				MOUNT	CORRODED BS 495		10/20/97 AALA972004
TUL - ANCHOR MOUNT CORRODED, LAV B AFT INBOARD CORNER IN FLOOR SUPPORT. REMOVED AND REPLACED LAV SUPPORT PAGE 2. (M)									
5320 AALA	143AA 46555	DOUG DC1030				ANGLE	CORRODED BS 2007		10/15/97 AALA972061
TUL - VARIOUS LEVELS OF CORROSION ON T-ANGLE AT FLOOR LINE. REMOVED AND REPLACED FULL WIDTH OF T-ANGLE WITH WET SEALANT PER AARD 51-10-00-1. (M)									
5320 AALA	143AA 46555	DOUG DC1030				FITTING	CORRODED CARGO DOORWAY		11/3/97 AALA972098
TUL - LOWER CARGO DOOR FRAME FITTING HAS INTERGRANULAR CORROSION STATION 1934-1928. REMOVED AND REPLACED FITTING PER AARD 51-01-00-05. (M)									
5320 AALA	143AA 46555	DOUG DC1030				FITTING	CORRODED CARGO DOORWAY		11/3/97 AALA972099
TUL - FORWARD LOWER CORNER AT DOOR FRAME ANGLE FITTING HAS CORROSION, INTERGRANULAR ABOVE 43L AT STATION 1928. INSTALLED NEW FITTING PER AARD 51-01-00-05. (M)									
5320 AALA	143AA 46555	DOUG DC1030				DOUBLER	CORRODED BS 1934		11/3/97 AALA972097
TUL - IN DOORWAY, DOUBLER HAS CORROSION UNDER SILL RETAINER AFT CARGO. INSTALLED NEW DOUBLER PER AARD 51-01-00-05. (M)									
5320 AALA	143AA 46555	DOUG DC1030				MOUNT	CORRODED BS 795		10/20/97 AALA972000
TUL - G-4 GALLEY MOUNT AFT OUTBOARD RIGHT HAS CORROSION BEYOND MANUAL LIMITS. REMOVED AND REPLACED GALLEY MOUNT PER SRM 51-00-00 PAGE 2. (M)									
5320 AALA	143AA 46555	DOUG DC1030				MOUNT	CORRODED BS 795		10/20/97 AALA972001
TUL - G-4 GALLEY MOUNT AFT LEFT INBOARD HAD CORROSION BEYOND MANUAL LIMITS. REMOVED AND REPLACED GALLEY MOUNT PER SRM 51-00-00 PAGE 2. (M)									
5320 AALA	143AA 46555	DOUG DC1030				SPLICE	CORRODED BS 1851-1870		10/31/97 AALA972072
TUL - LONGERON 51R HAS A SPLICE WITH CORROSION STATION 1851-1870. REPLACED LONGERON SPLICE PER AARD 51-01-00-05. (M)									
5320 AALA	143AA 46555	DOUG DC1030				SPLICE	CORRODED BS 1861		10/31/97 AALA972081
TUL - LONGERON 48L SPLICE IS CORRODED. INSTALLED NEW SECTION OF STRINGER SPLICE PER SRM 53-10-00 VOL 1. (M)									
5330 AALA	143AA 46555	DOUG DC1030				SKIN	CORRODED BS 1871		10/31/97 AALA972082
TUL - FUSELAGE SKIN BUBBLED UP AROUND FASTENERS AT STATION 1871 LONG 46L TO 47L. INSTALLED DOUBLER PER SRM 53-20-00 VOL NR 1. (M)									

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5347 AALA	143AA 46555	DOUG DC1030				SEAT TRACK	CORRODED BS 1967		10/16/97 AALA972078
TUL - NR 1 SEAT TRACK HAS CORROSION AT STATION 1967 ABOVE STRINGER 27L. INSTALLED FABRICATED NR 1 SEAT TRACK PER AARD 51-10-00-1 PAGE 1. (M)									
5551 HALA	119AA 46519	DOUG DC1010				FITTING	CRACKED HORIZ STAB		11/19/97 HALA9700231
DURING B-CHECK IN LAX, A CRACK WAS FOUND ON THE HORIZONTAL STAB UPPER RIGHT AFT FITTING, APPROX 2 INCHES INBOARD OF ATTACH BOLTS. HORIZONTAL STABILIZER UPPER LEFT AFT ATTACH FITTING CRACKED 4.75 INCH INBOARD OF ATTACH BOLTS. (M)									
5730 AALA	143AA 46555	DOUG DC1030				SKIN	CORRODED WS 281		11/6/97 AALA972141
TUL - FOUND CORROSION ON TOP OF WING FORWARD OF ACCESS PANEL 633AT. REMOVED CORROSION PER SRM REF 51-21-01 VOL 2, ALODINED AND PRIMED PER SRM REF 51-29-01 VOL 2. OK FOR SERVICE PER ESO 7349 DATED 11/4/97. (M)									
7830 NWAA	144JC 46753	DOUG DC1040	PWA JT9D20J			TR UNIT	MALFUNCTIONED NR 3 ENGINE		12/1/97 9722521144
DURING TAKEOFF ROLL, THE NR 3 ENGINE THRUST REVERSER UNLOCK LIGHT ILLUMINATED. THE TAKEOFF WAS ABORTED AT 70 KTS WITH THE INDICATION EXTINGUISHING WITH POWER REDUCTION. MAINTENANCE PLACED THE REVERSER ON MEL 78-1A AND THE AIRCRAFT RETURNED TO SERVICE.									
7830 NWAA	146US 46755	DOUG DC1040	PWA JT9D20J			TR UNIT	MALFUNCTIONED NR 1 ENGINE		12/3/97 9722511146
ON TAKEOFF ROLL AS POWER WAS APPLIED, THE NR 1 ENGINE THRUST REVERSER UNLOCK LIGHT ILLUMINATED. TAKEOFF WAS ABORTED AT APPROXIMATELY 30 KTS AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE PLACED THE REVERSER ON MEL 78-1A.									
2612 TC8A	802CK 45679	DOUG DC8F54				CONNECTORS	LOOSE NR 4 ENGINE		12/5/97 TC8A97053
NUMBER 4 ENGINE FIRE WARNING ACTUATE DURING DESCEND PROCEED AS ENGINE FIRE CHECKLIST. INSPECTED AFT AND FWD COWLINGS FIRELOOPS AND WIRE HARNESS, FOUND LOOSE CONNECTORS. TIGHTENED AND SAFETIED. RUN ENGINE IN 90 PERCENT AND TAKEOFF POWER 10 SEC, EACH ONE AND FIRE WARNING SYSTEM OK.									
2844 RRXA	995CF 46024	DOUG DC862				O-RING	CUT FUEL PRESS LINE		12/3/97 RRXA97318
REPORT FROM TOWER OF FUEL COMING FROM NR 2 ENGINE AFTER TAKEOFF. NR 2 FUEL FLOW 4000 NR HR HIGHER THAN OTHERS. ON REDUCTION OF THROTTLE NR 2 ENGINE STOPPED PRODUCING THRUST/FLAMEOUT, WENT THROUGH PRECAUTIONARY IN FLIGHT ENGINE SHUTDOWN PROCEDURE AT 1615Z AS PER QRH. FOUND NR 2 ENGINE FUEL PRESSURE AND PUMP VALVE IN LINE, NUTS HAD BACKED OF TO THE POINT OF EXPOSING O-RING. ALSO, FOUND O-RING CUT IN HALF. REMOVED AND REPLACED O-RING AND FLANGE NUTS, RESECURED IN LINE TO VALVE, OPS AND LEAK CHECKS GOOD ON GROUND ENGINE RUN-UP IAW DC-8 JET RUN-UP HANDBOOK, NO DEFECTS.									
3231 SRAA	873SJ 46091	DOUG DC873F				TARGET	OFF TARGET MLG DOOR		12/3/97 SRAA971201
AFTER TAKEOFF, DURING GEAR UPLATCH CHECK DOORS NOT LATCHED WARNING LIGHT CAME ON. RECYCLED GEARS SEVERAL TIMES WITH SAME RESULTS. CONTINUED FLIGHT AT 230 KNOTS AND LANDED WITHOUT INCIDENT. FOUND MLG DOOR TARGETS OUT OF ADJUSTMENT. ADJUSTED TARGETS AND CHECKED GOOD PER MM CH 32-10-0 PG 501.									
3350 ABXA	815AX 46097	DOUG DC863F				BATTERY 5708458503	DISCHARGED CABIN		12/5/97 ABXA9701907
DURING PREFLIGHT INSPECTION, FOUND EMERGENCY LIGHTS TO BE DIM. REPLACED EMERGENCY LIGHT BATTERY PACK IAW DC8 MM, OPS CHECKED GOOD.									
3350 IPXA	813UP 46059	DOUG DC873F				BATTERY PACK	DISCHARGED CABIN		12/8/97 UPS97825331
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHTS INOP. REMOVED AND REPLACED EMERGENCY LIGHTS BATTERY PACK, OPS CK NORMAL.									

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3441 DHLA	802DH 46076	DOUG DC873F				INU 452080051942	FAILED NR 1		12/3/97 DHL97802008
NR 1 INS DRIFTED OFF 20 MILES WITHIN 1 HOUR OF DEPARTURE. UPDATED WAS INITIATED WITHIN 5 MIN. BOTH INS BEGAN FLASHING, BOTH ALERT AND WARNING LIGHTS ILLUMINATED, THEN EXTINGUISHED. MALFUNCTION CODES WERE 8010301 AND 0001. REMOVED AND REPLACED NR 1 INU, OPS CHECKED GOOD PER MM 34-41-1.									
3451 RRXA	8177U 45983	DOUG DC871F				INTEROGATOR 5222702014	FAILED NR 1 DME		11/26/97 RRXA97317
SMELLED ELECTRIC TYPE SMELL, PULLED NR 1 DME SMELL DISSIPATED. TRANSFERRED TO DMI NR 711223 PER MEL 34-17 CAT 'D' PLACARD INSTALLED. *S/D* REMOVED AND REPLACED NR 1 DME INTEROGATOR, OPS CHECK GOOD. DMI 711223 CLEARED PLACARD REMOVED.									
5242 DHLA	802DH 46076	DOUG DC873F				DOOR	OUT OF ADJUST E/E COMPT		12/3/97 DHL97802009
BELLY DOOR OPEN LIGHT ILLUMINATED IN FLIGHT. LIGHT WENT OUT WHEN DEPRESSURIZING AIRCRAFT TO CABIN ALT OF 4,500 FEET. REPRESSURIZING, LIGHT CAME BACK ON. RERIGGED DOOR PER M/M 52.									
5313 CKSA	781AL 45926	DOUG DC863				LONGERON	CORRODED BS 1565		12/2/97 CKSA97584
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: LONGERON END PLATE CORRODED AND CRACKED, LONGERON 33 RT, FS 1565 AFT ACCY COMPT. REMOVED CORRODED LONGERON END PLATE FITTING IAW SRM 51-1-21. FABRICATED AND INSTALLED LONGERON END PLATE FITTING IAW SRM 53-1-0 AND SRM 51-1-21. WORK ACCOMPLISHED BY AERO CORP MACON, INC FOR AMERICAN INTERNATIONAL AIRWAYS, INC. CORROSION TASK CARD NUMBER 5600-0551. NON-ROUTINE NR 43568.									
5330 RRXA	921R 46145	DOUG DC863F				SKIN	DAMAGED BS 296-302		8/27/97 RRXA97319
DURING A MAINTENANCE VISIT, FOUND FUSELAGE OUTER SKIN BENT AND DAMAGED BELOW A PIT DOOR BETWEEN STA 296 TO STA 302. REMOVED DAMAGED SKIN SECTION, FABRICATED AND INSTALLED REPAIR DOUBLER IAW FAA APPROVED DER COTNEY ENGINEERING SKETCH D02-R01.									
5755 ABXA	852AX 46016	DOUG DC861				SPOILER 56551692	DELAMINATED RT WING		11/26/97 ABXA9701902
SPOILER UPPER, INBOARD LEADING EDGE AND LOWER MID-AREA, IS 25 PERCENT DELAMINATED. REPLACED ALL HONEYCOMB CORE, DOUBLERS AND SKIN.									
5755 ABXA	828AX 45999	DOUG DC863F				SPOILER 56551661	DELAMINATED LT WING		11/26/97 ABXA9701903
SPOILER LOWER SURFACE HAS 40 PERCENT DELAMINATION. REPLACED ALL HONEYCOMB CORE, DOUBLERS AND SKIN.									
7200 CKSA	781AL 45926	DOUG DC863	PWA JT3D7			ENGINE	FLAMED OUT NR 1		12/6/97 CKSA97585
NR 1 ENGINE FLAMED OUT FL330 IN CRUISE. RESTARTED AFTER PERFORMING ENGINE FAILURE CHECK LIST. BOOST PUMP ON - 2800 LBS NR 1 MAIN TANK. CHECKED NR 1 TANK FOR OBSTRUCTIONS, NO DEFECTS NOTED. CHECKED RIGGING OF NR 1 ENGINE FUEL SHUTOFF VALVE IAW DC8 MM 28-22-7. CHANGED NR 1 FUEL FILTER IAW DC8 MM 73-20-2. CHECKED NR 1 MAIN FUEL TANK INTERMEDIATE VALVE OPERATION OPS, CHECK NORMAL IAW DC8 MM 28-21-10. NR 1 ENG OPS, CHECKS GOOD ON GROUND.									
2150 USAA	930VJ 45868	DOUG DC931				DUCT	LOOSE LT PACK		11/4/97 USAAD97194
PVD - FL 1130 - AT 33,000 FEET THE CABIN PRESSURE HONE OFF. THE CABIN PRESSURE WAS CLIMBING THROUGH 10,000 FEET. THE FLIGHT CREW REQUESTED AN IMMEDIATE DESCENT TO 10,000 FEET. FLIGHT LANDED AT DESTINATION WITHOUT FURTHER PROBLEMS. MAINTENANCE SECURED A LOOSE DUCT ON THE LEFT AIR-CONDITIONING PACK. (M)									
2560 MWEA	302ME 47102	DOUG DC932				ESCAPE SLIDE 1133133	FELL OFF PAX DOOR		11/26/97 MWEA97851
THE MAIN CABIN DOOR ESCAPE SLIDE FELL OFF. MTC REINSTALLED CABIN DOOR ESCAPE SLIDE.									

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2560 MWEA	501ME 47132	DOUG DC932				SLIDE COVER 591789103	FELL OFF GALLEY DOOR		12/5/97 MWEA97859
CREW REPORTS, GALLEY SERVICE DOOR ESCAPE SLIDE COVER FELL OFF. MTC INSTALLED GALLEY DOOR SLIDE COVER.									
2560 GTIA	942ML 47478	DOUG DC932				SLIDE COVER	LOOSE PAX DOOR		11/7/97 GTIA9700399
DTW - FLT 640 - SLIDE PACK COVER CAME LOOSE ON FORWARD CABIN ENTRY DOOR WHEN DOOR WAS OPENED IN DTW. REINSTALLED FWD LEFT EMERGENCY ESCAPE SLIDE IAW DC9MM 25-61-0. RII INSPECTION PERFORMED. (M)									
2810 ORJA	842RA 49604	DOUG DC982				FUEL CAP	FAILED LT WING		11/15/97 ORJA97193
LEFT MAIN WING OUTBOARD FUEL LEAK. APPEARED TO BE COMING FROM LEFT OVERWING FUEL CAP. RETURNED TO OKC. FOUND LEFT WING OVERWING FUEL TANK CAP LOOSE. CAP WILL NOT LOCK. REMOVED AND REPLACED CAP. REFUELING WING CHECK GOOD. (M)									
3010 USAA	807US 48039	DOUG DC981				TEMP BULB 10200075	FAILED FUSELAGE		11/8/97 USAAD97205
PIT - FLT 1108 - AIRCRAFT DIVERTED FROM BDL DUE TO ICING CONDITIONS. CREW EXPERIENCED RIGHT ICE PROTECTION TEMP HIGH LIGHT ON AND OFF AT CRUISE ALTITUDE WITH THE AIRFOIL HEAT SWITCH POSITIONED OFF. MAINTENANCE REPLACED THE RIGHT ICE PROTECTION HIGH TEMP BULB AND FUNCTIONALLY CHECKED SYSTEM. (M)									
3211 HALA	661HA 47796	DOUG DC951				TRUNNION 5924842502	CORRODED RT MLG		11/5/97 HALA9700248
DURING C-CHECK INSPECTION, FOUND RT MLG TRUNNION FITTING HAS CORROSION ON OUTBOARD WING MOUNT FLANGE. REPLACED TRUNNION FITTING AND BUSHED HOLES IN MATING STRUCTURE PER SABRE TECH EA DC9-57-036, TREATED AND PRIMED. (M)									
3211 HALA	661HA 47796	DOUG DC951				TRUNNION 5924842501	CORRODED LT MLG		11/5/97 HALA9700249
DURING C-CHECK INSPECTION, FOUND LEFT MLG TRUNNION IS CORRODED. REPLACED TRUNNION, BUSHED HOLES IN MATING STRUCTURE PER SABRE TECH EA DC9-57-040, TREATED AND PRIMED. (M)									
3222 USAA	958VJ 47351	DOUG DC931				O-RING MS24690	FAILED NLG STRUT		11/8/97 USAAD97206
PIT - FL 1006 - AIRCRAFT RETURNED TO FIELD UPON RECEIVING A NOSE GEAR UNSAFE WARNING LIGHT ON GEAR RETRACTION. MAINTENANCE REPLACED THE O-RING ON THE NOSE LANDING GEAR SCHRADER VALVE AND SERVICED THE STRUT. (M)									
3222 USAA	812US 48092	DOUG DC981				STRUT	REQ'D SERVICE NLG		11/20/97 USAAD97211
LGA - FL0933 - THE NOSE GEAR RED LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION. CYCLING THE GEAR TWICE DID NOT CORRECT PROBLEM. WITH GEAR LOWERED ALL THREE GREEN LIGHTS ILLUMINATED. RETURNED TO FIELD AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE BOLTS ON THE SPLASH SHIELD, SERVICED THE NOSE STRUT AND SWUNG THE GEAR. ALL OPERATION WAS NORMAL. (M)									
3240 GTIA	12505 45788	DOUG DC932				BRAKE BLEEDER	LOOSE RT MLG		11/12/97 GTIA9700400
MSP - FLT 900 - ON LANDING AT MSP, TOWR REPORTED SMOKE FROM RIGHT GEAR AREA. INSPECTED RIGHT MLG FOUND NR 4 BRAKE LEAKING FROM BLEEDER. PARTS TIGHTENED SECURELY AND SAFETIED. OPS CHECK GOOD, NO LEAKS NOTED. (M)									
3241 VJ6A	937VV 45774	DOUG DC932				ANTI-SKID SYST	MALFUNCTIONED LANDING GEAR		12/5/97 VJ970355
AFTER LANDING, WITH REVERSE THRUST APPLIED, UNABLE TO OBTAIN BRAKING FORCE UNTIL ANTI-SKID TURNED OFF.									

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3260 USAA	993VJ 47332	DOUG DC931				RELAY 92743643	INTERMITTENT STA 110		11/22/97 USAAD97213
PHL - FL 945 - THE NOSE GEAR GREEN LIGHT DID NOT ILLUMINATE WHEN LANDING GEAR WAS EXTENDED ON APPROACH. THE LANDING GEAR WAS CYCLED BUT THE NOSE GEAR LIGHT STAYED OUT. WHEN THE GEAR HANDLE WAS PULLED OUT THE NOSE GEAR GREEN LIGHT STAYED ILLUMINATED. MAINTENANCE REPLACED THE LANDING GEAR LEVER RELAY AND THE CONNECTOR AT THE NOSE GEAR UP LIMIT SWITCH. (M)									
3260 USAA	993VJ 47332	DOUG DC931				SWITCH 7000010101	FAILED NLG		11/20/97 USAAD97210
DCA - FL233 - DURING APPROACH THE NOSE GEAR GREEN LIGHT DID NOT ILLUMINATE. AFTER CYCLING THE GEAR THE GREEN LIGHT CAME ON. MAINTENANCE REPLACED THE UPPER AND LOWER NLG INDICATIONS SWITCHES AND SWUNG THE NOSE GEAR. ALL OPERATION WAS NORMAL. (M)									
3260 USAA	956VJ 47588	DOUG DC931				PROX SWITCH 0080004003	FAILED LANDING GEAR	24742	11/18/97 USAAD97201
BWI - FL 1950 - EN ROUTE, AT FL270, CREW RECEIVED UNSAFE INDICATIONS ON ALL THREE GEAR. ABNORMAL PROCEDURE ACCOMPLISHED, HOWEVER LIGHT REMAINED ILLUMINATED. GEAR WAS VISUALLY CHECKED DOWN AND LOCKED, AND FLIGHT DIVERTED TO BWI. FLIGHT LANDED WITH NO FURTHER INCIDENT. AIRCRAFT WAS FERRIED TO PIT. MAINTENANCE SWUNG THE GEAR. THE PROXIMITY SWITCH WAS REPLACED AS A PRECAUTION. (M)									
3260 USAA	928VJ 48131	DOUG DC931				UPLATCH SENSOR	OUT OF ADJUST NLG		11/16/97 USAAD97198
PIT - FL 1415 - AFTER TAKEOFF, CREW RECEIVED NOSE GEAR UNSAFE LIGHT WITH GEAR RETRACTED. CREW CYCLED THE GEAR WITH SAME RESULT. FLIGHT RETURNED TO PIT AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE ADJUSTED THE NOSE GEAR UPLATCH SENSOR TARGET. GEAR WAS SWUNG AND AIRCRAFT RELEASED FOR SERVICE. (M)									
3260 USAA	981VJ 48157	DOUG DC931				SENSOR 833703	SHORTED NLG		11/8/97 USAAD97203
CLT - FL846 - CREW DID NOT RECEIVE NOSE GEAR GREEN LIGHT UPON GEAR EXTENSION. CREW RECYCLED THE GEAR AND ACCOMPLISHED A FLYBY OF THE TOWER WITH INCONCLUSIVE RESULTS. CYCLED THE GEAR AGAIN BUT DID NOT RECEIVE NOSE GEAR GREEN LIGHT. AIRCRAFT LANDED WITHOUT INCIDENT AND TAXIED OFF RUNWAY. MAINTENANCE REPLACED A SHORTED UPLOCK SENSOR, REPLACED THE PROXIMITY CONTROL UNIT AS PRECAUTIONARY, AND SWUNG THE GEAR. (M)									
3350 MWEA	300ME 45718	DOUG DC914				BATTERY PACK 6011777	DISCHARGED CABIN		12/5/97 MWEA97853
DURING SERVICE CHECK, FOUND RIGHT NACELLE BATTERY PACK INOP. MTC REMOVED AND REPLACED RIGHT NACELLE EMERGENCY BATTERY PACK.									
3350 GAIA	562PC 47012	DOUG DC915F				BATTERY PACK 60030451	DISCHARGED CABIN		11/7/97 GAIA9763
DURING 'A' CHECK INSPECTION, FOUND THE EMERGENCY LIGHT NOT ARMED ANNUNCIATOR WOULD NOT COME ON. THE ANNUNCIATOR WAS DEFERRED PER MEL 33-26. INVESTIGATION FOUND A FAULTY BATTERY PACK. THE BATTERY PACK WAS REPLACED PER THE DC-9 MM AND THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 NWAA	915RW 47139	DOUG DC931				FUSE	BLOWN CABIN		12/2/97 9722659957
DURING LINE MAINTENANCE INSPECTION, FOUND AFT LEFT OVERWING EMERGENCY EXIT FLOOR MOUNT SIGN LIGHT INOPERATIVE. REPLACED BLOWN FUSE IN BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8934E 47143	DOUG DC931				BATTERY PACK	DISCHARGED CABIN		12/7/97 9722699998
AFTER TAKEOFF, EMERGENCY EXIT AISLE AND GALLEY EMERGENCY LIGHTS ILLUMINATED. MAINTENANCE REPLACED BATTERY PACKS, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8934E 47143	DOUG DC931				FUSE	BLOWN CABIN		12/4/97 9722679998
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 1 THRU 4 AND RIGHT GALLEY DOOR EMERGENCY LIGHTS INOPERATIVE. REPLACED BLOWN FUSE TO BATTERY PACK, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	8934E 47143	DOUG DC931				FUSE	BLOWN CABIN		12/5/97 9722709998
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY PATH LIGHTS LIGHTS BETWEEN ROWS 1 THRU 4 INOPERATIVE. REPLACED BLOWN FUSE, OPERATIONAL CHECK NORMAL.									
3350 USAA	993VJ 47332	DOUG DC931				POWER SUPPLY 60030451LB	FAILED CABIN		11/19/97 USAAD97207
DAY - VENTRAL AREA OVERHEAD EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY LIGHT POWER SUPPLY AND BATTERIES, BATTERIES 14597-101. (M)									
3350 NWAA	8986E 47402	DOUG DC931				FUSE	BLOWN CABIN		12/2/97 9722669993
DURING LINE MAINTENANCE INSPECTION, FOUND AFT RIGHT OVERWING EMERGENCY EXIT FLOOR MOUNT SIGN INOPERATIVE. REPLACED BLOWN FUSE TO BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	964N 47416	DOUG DC931				FUSE	BLOWN CABIN		12/3/97 9722649914
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS BETWEEN ROWS 5, 6, 7 AND SIGN AT ROW 7 EMERGENCY EXIT INOPERATIVE. REPLACED BLOWN FUSE TO BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 USAA	982VJ 48158	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		11/15/97 USAAD97199
PHL - EMERGENCY COCKPIT OVERHEAD LIGHT DOES NOT ILLUMINATE. MAINTENANCE REPLACED THE BATTERY PACK. (M)									
3350 MWEA	301ME 47190	DOUG DC932				BATTERY PACK 100866	DISCHARGED CABIN		12/2/97 MWEA97850
DURING B-CHECK, FOUND EMERGENCY FLOOR LIGHTING WOULD NOT LIGHT UP. MTC REMOVED AND REPLACED BATTERY PACK.									
3350 GTIA	942ML 47478	DOUG DC932				WIRE	BROKEN CABIN		11/17/97 GTIA9700402
BOS - FLT 1605 - EMERGENCY TRACK LIGHTS INOPERATIVE BY AISLE 16. REPAIRED WIRE AT SEAT 16. INSTALLED COVER. OPS CHECK OK IAW MM 33-00. (M)									
3350 VJ6A	914VV 47486	DOUG DC932				BATTERY CHARGER 110049	FAILED CABIN		12/8/97 VJ970356
EMERGENCY PATH LIGHTS INOPERATIVE FROM ROW 18 FORWARD. REPLACED BATTERY CHARGER IAW MM 33-50, OPS CHECKED NORMAL.									
3350 GTIA	947ML 47514	DOUG DC932				BULBS	MISSING CABIN		11/3/97 GTIA9700398
PIE - FORWARD SECTION OF RED FLOOR TRACK LIGHTING MISSING 2 LENSES AND LAMPS. REPLACED 2 RED LENSES AND LAMPS IN FORWARD SECTION OF FLOOR TRACK LIGHTING. OPS CHECKS OK PER DC-9 MM CHAPTER 33. (M)									
3350 GTIA	947ML 47514	DOUG DC932				BULB	MISSING CABIN		11/17/97 GTIA9700401
FLL - FLT 411 - MOST FORWARD EMERGENCY FLOOR LIGHT IS INOPERATIVE AND 4TH LIGHT FROM FORWARD IS MISSING. INSTALLED BULB, OPS CHECK GOOD. (M)									
3350 NWAA	763NC 47716	DOUG DC951				POWER SUPPLY	INOPERATIVE CABIN		12/4/97 9722559854
DURING LINE CHECK, FOUND CEILING EMERGENCY EXIT LIGHTS INOPERATIVE AT SEAT ROWS 10, 12, AND 14. MAINTENANCE REPLACED POWER SUPPLY, OPERATIONAL CHECK OK.									

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3350 NWAA	781NC 48121	DOUG DC951				BATTERY	DISCHARGED CABIN		12/5/97 9722689872
DURING LINE CHECK, FOUND COCKPIT, EMERGENCY EXIT, AND GALLEY DOOR EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, BATTERY PACK, AND RELAMPED SERVICE DOOR LIGHT ASSEMBLY, OPERATIONAL CHECK OK.									
3350 USAA	804US 48052	DOUG DC981				CONNECTOR	LOOSE CABIN		11/14/97 USAAD97200
DCA - FOUND EMERGENCY LIGHTING INOPERATIVE BETWEEN ROWS 13 AND 18. MAINTENANCE SECURED A LOOSE CONNECTOR AT ROW 14. (M)									
3350 NWAA	302RC 48055	DOUG DC982				BATTERY PACK	DISCHARGED CABIN		12/4/97 9722569302
DURING LINE CHECK, FOUND TAIL COMPARTMENT EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK OK.									
3350 USAA	816US 48096	DOUG DC982				BATTERY 14597101	DISCHARGED CABIN		11/19/97 USAAD97202
IND - CEILING EMERGENCY LIGHTS INOPERATIVE AT ROWS 18-22. MAINTENANCE REPLACED THE CEILING EMERGENCY LIGHT BATTERY FOR ROWS 18-22. (M)									
3350 USAA	818US 48098	DOUG DC982				BATTERY 9721055	FAILED CABIN		11/16/97 USAAD97204
PIT - LOW LEVEL EMERGENCY LIGHTS FAILED TEST. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	824US 49143	DOUG DC982				BATTERY 9721055	DISCHARGED CABIN		11/13/97 USAAD97197
PBI - FOUND FIRST CLASS EMERGENCY FLOOR LIGHTING INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. (M)									
3350 USAA	830US 49443	DOUG DC982				BATTERY P4010020	DISCHARGED CABIN		11/20/97 USAAD97208
PIT - MAIN ENTRANCE DOOR ESCAPE SLIDE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
3350 ORJA	832RA 53044	DOUG DC983				POWER SUPPLY 6011779	INOPERATIVE CABIN		11/14/97 ORJA97192
TWO EMERGENCY LIGHTS INOP. REMOVED AND REPLACED EMERGENCY LIGHT POWER SUPPLY PER MM, OPS CHECK GOOD. (M)									
3420 MWEA	501ME 47132	DOUG DC932				INST AMPLIFIER 2588423901	INOPERATIVE COCKPIT		12/6/97 MWEA97860
PILOT REPORTS, F/O'S HSI LEADING FLAG CAME INTO VIEW AND WOULD NOT EXTINGUISH, F/O'S COMPASS WOULD NOT SLAVE TO CAPTAINS RMI. MTC REMOVED AND REPLACED NR 2 INSTRUMENT AMPLIFIER, OPS CHECK GOOD.									
3422 USAA	814US 48094	DOUG DC981				DIRECTIONAL GYRO 2588302	FAILED E/E COMPT	16230	11/8/97 USAAD97209
SYR - FL 373 - ON APPROACH TO BOS, BOTH COMPASS SYSTEMS BECAME UNRELIABLE. DUE TO IFR CONDITIONS CAPTAIN ELECTED TO DIVERT, LANDING SYR WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 1 DIRECTIONAL GYRO. (M)									
5210 USAA	913VJ 45846	DOUG DC931				SEAL	OUT OF POSITION PAX DOOR		11/21/97 USAAD97212
BWI - FLT 1121 - AFTER TAKEOFF, CREW HEARD A LOUD BANGING SOUND AT THE R1 DOOR. FLIGHT DIVERTED TO BWI AND LANDED WITHOUT INCIDENT. LANDING WEIGHT WAS 101,000 LBS. MAINTENANCE REMOVED INNER COSMETIC SEAL THAT WAS CAUGHT UNDER THE DOOR AND PROTRUDING OUTSIDE THE AIRCRAFT. NO DAMAGE WAS NOTED TO THE AIRCRAFT. AN OVERWEIGHT LANDING INSPECTION WAS PERFORMED. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5210 MWEA	302ME 47102	DOUG DC932				BEAM 4355759501	CRACKED PAX DOOR		12/8/97 MWEA97857
DURING C-CHK, FOUND FORWARD ENTRANCE DOOR BOTTOM DOOR BEAM CRACKED IN RADIUS AT FWD END. MTC INSTALLED DOUBLER REPAIR IAW SRM 52-05 FIG 3.									
5311 USAA	945VJ 47066	DOUG DC931				FRAME	CRACKED BS 1074		11/20/97 USAA970342
PIT - DURING C-2 CHECK, FOUND .75 INCH IN LENGTH CRACK AT CANTED FRAME STATION 1074 STRINGER 13 RT. STOP DRILLED CRACK, INSTALLED DOUBLER PER SRM 53-01 FIG 2. (M)									
5311 MWEA	206ME 47791	DOUG DC932				FRAME	CRACKED BS 1089		12/6/97 MWEA97858
DURING C-CHECK, FOUND CANTED FRAME STA 1089 HAS 2 .5 INCH CRACK AT LONGERON 5R. MTC INSTALLED DOUBLER REPAIR IAW SRM 53-01 FIG 2 SHEET D.									
5311 HALA	661HA 47796	DOUG DC951				FRAME	CRACKED BS 83		11/5/97 HALA9700246
DURING C-CHECK INSPECTION, FOUND CRACK IN RADIUS OF FRAME TO SKIN ANGLE, FWD OF F/O WINDSHIELD, APPROX FS 83 BY 9. STOP DRILLED CRACKED, FABRICATED AND INSTALLED TWO ANGLE REPAIR PER SRM 53-03 FIG 34. (M)									
5312 HALA	661HA 47796	DOUG DC951				BULKHEAD CLIP	CRACKED AFT PRESS BLKHD		11/5/97 HALA9700247
DURING C-CHECK INSPECTION, FOUND AFT PRESSURE BULKHEAD (RT SIDE) OUT BOARD LOWER CLIP CRACKED AT LONGERON 14. REMOVED DAMAGED MATERIAL, VERIFIED DAMAGE CONTAINMENT BY HFEC, FABRICATED AND INSTALLED AND END CLIPS AND RADIUS BLOCKS PER DAC REPAIR DWG JO60110. (M)									
5320 MWEA	302ME 47102	DOUG DC932				ANGLE	CRACKED LT MLG WW		12/4/97 MWEA97854
DURING C-CHECK, FOUND THE ATTACH ANGLE ON BOTTOM OF TRAP PANEL IN LEFT WHEEL WELL CRACKED. REMOVED AND REPLACED ANGLE IAW SRM 51-30-2 AND 51-30-5.									
5330 ORJA	840RA 49424	DOUG DC982				SKIN	BIRD STRIKE FUSELAGE		11/16/97 ORJA97187
ON FINAL APPROACH, HIT CANADIAN GOOSE. BIRD DEFLECTED OF TOP OF AIRCRAFT. EXECUTED GO AROUND. INSPECTED AIRCRAFT PER MM 05-51-08. NO DEFECTS NOTED. OK FOR CONTINUED SERVICE. (M)									
5532 MWEA	206ME 47791	DOUG DC932				SKIN 080T2014T6	ERRODED VERT STAB		12/7/97 MWEA97855
DURING C-CHECK, FOUND ERROSION FASTENERS ON LEADING EDGE OF VERTICAL STABILIZER JUST BELLOW Q BELLOWS PITOT TUBE. MTC INSTALLED REPAIR IAW SRM 55-01 PG 7.									
5542 MWEA	206ME 47791	DOUG DC932				SKIN 59102561	CRACKED RUDDER		12/7/97 MWEA97856
DURING C-CHECK, FOUND RT RUDDER SKIN CRACKED AND DENTED AT STA ZR122. MTC INSTALLED DOUBLER REPAIR IAW SRM 55-03 FIG 11, RECAL WT AND BAL IAW SRM 55-40-1.									
5610 ABXA	901AX 47381	DOUG DC932			DOUG	WINDOW 5613217507	BINDING LT COCKPIT		12/3/97 ABXA9701905
CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT) WOULD NOT OPEN WITH NORMAL PRESSURE. LUBRICATED CAPTAIN'S CLEARVIEW WINDOW AND RESECURED WINDOW TRIM.									
5711 ABXA	929AX 45874	DOUG DC931			DOUG	SPAR	CRACKED RT WING		12/3/97 ABXA9701906
RIGHT WING REAR SPAR HAS CRACK ON WEB AT STATION 58. REPAIRED IAW ABX REA D957-21828.									

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5711 HALA	661HA 47796	DOUG DC951				SPAR CAP 5911305501	CORRODED WS 58.5-61		11/5/97 HALA9700251
DURING C-CHECK INSPECTION, FOUND CORROSION ON FORWARD SPAR LOWER CHORD, XCW 58.5 TO XRS 61.0, LT. REPAIRED BY BLENDOUT, HFEC INSPECTED WITH NO NEGATIVE FINDINGS. RESTORED FINISH, PER SABRE TECH EA DC9-57-042 WITH OEM DER APPROVAL. (M)									
5711 HALA	661HA 47796	DOUG DC951				STRINGER 59192362	CORRODED WS 58.5-91		11/5/97 HALA9700252
DURING C-CHECK INSPECTION, FOUND CORROSION ON LOWER AFT LEG, STRINGER 11, XCW 58.5 TO XRS 91, RT. REMOVED CORROSION, FABRICATED AND INSTALLED DOUBLER STRIPS PER SRM 57-08 METHOD 2, TREATED AND PRIMED. (M)									
5720 HALA	661HA 47796	DOUG DC951				T-CAP	CORRODED BS 58.5		11/5/97 HALA9700250
DURING C-CHECK INSPECTION, FOUND CORROSION ON T-CAP HORIZONTALLY LEG STATION 58.5 RIGHT FWD TO AFT SPAR. BLENDED OUT DAMAGE, HFEC INSPECTED WITH NO DEFECTS NOTED, RESTORED FINISH, ACTION DER APPROVED PERMANENT REPAIR. (M)									
5730 USAA	945VJ 47066	DOUG DC931				SKIN	CRACKED RT WING	75023	11/20/97 USAA970343
PIT - DURING C-2 CHECK, FOUND 3 INCH CRACK JUST INBOARD OF WING TIP RIGHT ON SKIN. DOUBLER INSTALLED PER EA 48428. (M)									
7321 ORJA	878RA 53184	DOUG DC983	PWA JT8D219			FUEL CONTROL 76960613	FAILED LT ENGINE		11/10/97 ORJA97189
RETURN TO GATE FOR LEFT ENGINE WILL NOT START. RPM N2 AT 40 PERCENT WHEN START SWITCH RELEASED. REMOVED AND REPLACED NR 1 ENGINE FUEL CONTROL PR MM 73-12-01. NR 1 ENGINE START SEQUENCE IS OPS NORMAL. NR 1 FUEL CONTROL LEAK CHECK IS OK. AIRCRAFT RETURNED TO SERVICE. (M)									
7332 MWEA	900ME 45841	DOUG DC915	PWA JT8D7B			FUEL PRESS SW 8G4411	DEFECTIVE RT ENGINE		12/3/97 MWEA97852
IN CLIMBOUT, THE RT FUEL INLET PRESS LOW LIGHT CAME ON AND COULD NOT BE PUT OUT WITH EITHER RT PUMPS OR LT BOOST PUMPS WITH THE FUEL CROSSFEED OPEN. MTC REMOVED AND REPLACED RT ENGINE FUEL PRESS SWITCH.									
7711 ORJA	752RA 49780	DOUG DC987				TRANSMITTER L680E1	FAILED NR 1 ENGINE		10/25/97 ORJA97186
EPR SPLIT AT ALTITUDE AS CLIMB CONTINUED, LT EPR CLIMBED OFF SCALE. REMOVED AND REPLACED PT2 LINE IN PYLON. LEAK CHECK, OPS CHECK GOOD. REMOVED AND REPLACED NR 1 EPR TRANSMITTER AS PRECAUTION. TESTED GOOD PER MM 77-11-01. AIRCRAFT RETURNED TO SERVICE. (M)									
7830 ABXA	901AX 47381	DOUG DC932		DOUG		TR LINK 59587821	CRACKED NR 2 ENGINE		12/4/97 ABXA9701904
DURING COMPLIANCE WITH AD 96-10-11 AND 75-14-06, FOUND FORWARD, UPPER RIGHT THRUST REVERSER LINK CRACKED. REPLACED THRUST REVERSER DRIVE LINK IAW DC9 MM 78-31-5.									
8011 ORJA	836RA 53046	DOUG DC983				STARTER 38334221	FAILED RT ENGINE		11/5/97 ORJA97185
RIGHT ENGINE WOULD NOT ROTATE. STARTER LIGHT ON. RETURN TO GATE. REPLACED STARTER, OPS OK. AIRCRAFT RETURNED TO SERVICE. (M)									
2910 DALA	801DE 48472	DOUG MD11	PWA PW4460		00001331	O-RING	LEAKING NR 3 HYD SYST		11/26/97 DLM11972481
TWO HOURS INTO FLIGHT HYD 3 ELEV OFF LIGHT ILLUMINATED CHECKED FLUID LEVEL IN 3 SYSTEM AND FOUND 4.7 GAL REMAINING. QUANTITY BLED DOWN TO 2.5 AND SYS 3 HYD SYST SHUT OFF LANDED IN PDX WITH LOSS OF ALL FLUID IN 3 WHEN GEAR CAME DOWN AND LOCKED. FOUND O-RING LEAKING AT THE NUMBER 3 SYS PRESSURE SENSOR.									

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2121 ORJA	903RA 53551	DOUG MD9030				COOLING FAN	INOPERATIVE RIGHT		11/12/97 ORJA97190
AIR TURN BACK, AFTER HEARING LOUD VIBRATION AND FEELING IN RUDDER PEDALS, NOISE COMING FROM NOSE WHEEL WELL, PERFORMED NORMAL GEAR EXTENSION AND RETRACTION. FOUND VSCF CONVERTER COOLING FAN FOR RT GENERATOR TO BE INOP CAUSING VIBRATION TO BE FELT IN RUDDER PEDALS. PLACED ON DMI NR 11818 MEL 21-59-02. (M)									
2612 DALA	906DA 53386	DOUG MD9030				FIRE LOOP	SHORTED NR 2 ENGINE		12/5/97 DLM90972548
RT ENG FIRE DET FAULT ILLUMINATED ON CLIMBOUT 12,000 FT, 280 KIAS FLICKERED AT FIRST THEN ON STEADY TILL 3,000 FT. ON DECSNT A-LOOP ONLY ILLUMINATED ON OVERHEAD. FOUND A-LOOP WIRE SHORTED UNDER CORE COWL. REPAIRED WIRING.									
2530 WTAA	193YV 120193	EMB EMB120RT				CONNECTOR 306140	LOOSE GALLEY		11/10/97 WTAA970206
SFO - SMOKE ODOR FROM GALLEY AREA REPORTED. MAINTENANCE INSPECTED AREA. NO EVIDENCE OF SMOKE ODOR OR DEFECTS NOTED. AS PRECAUTION MAINTENANCE DEFERRED GALLEY PER MEL 25-60-2. AIRCRAFT RETURNED TO SERVICE. NOTE, MAINTENANCE SUBSEQUENTLY CLEARED DEFERRAL BY CLEANING ELECTRICAL CONNECTIONS ON HOT WATER CONTAINERS IN GALLEY. OPERATIONAL CHECK SATISFACTORY. (M)									
2720 GLBA	452UE 120096	EMB EMB120RT				CONTROL SYSTEM	MALFUNCTIONED RUDDER		10/10/97 GLBA97158
MQT - RUDDER PEDALS WOULD NOT RESPOND TO INPUT, CREW HEARD LOUD BANG, CREW WAS SURE YAW DAMP AND RUDDER BOOST WAS ON, TURNED OFF AFTER LANDING. MAINTENANCE INSPECTED RUDDER SYSTEM COULD NOT DUPLICATE PROBLEM. (M)									
2752 SWIA	197SW 120186	EMB EMB120ER	PWA PW118A			ACTUATOR 3082001007	FAILED TE FLAPS		11/29/97 SWIA971038
FLAP SELECTION RESULTED IN NO DEPLOYMENT OF NACELLE FLAPS ON APPROACH. REPLACED RIGHT NACELLE FLAP ACTUATOR. ALL CHECKS GOOD WITH NO LEAKS NOTED.									
3010 COMA	152CA 120152	EMB EMB120RT				PRESS REGULATOR 38E966A	MALFUNCTION WING DE-ICE		12/5/97 COMA9710489
LEFT AIR FOIL DE-ICE SYSTEM INOP. REPLACED THE DE-ICE PRESSURE REGULATOR.									
3060 COMA	266CA 120258	EMB EMB120RT				RCCB M833830109	MALFUNCTION COCKPIT		12/6/97 COMA9710490
LEFT HAND PROPELLER DE-ICE FAILED DURING FLIGHT. REPLACED THE LEFT HAND PROPELLER DE-ICE SYSTEM RCCB.									
3230 GLBA	452UE 120096	EMB EMB120RT				RETRACT MECH	MALFUNCTIONED RT MLG		10/23/97 GLBA97183
IMT - RIGHT MAIN LANDING GEAR WOULD NOT RETRACT ON TAKEOFF OUT OF IRON MOUNTAIN, MI. FERRY TO MGT FOR GEAR SWING. COULD NOT DUPLICATE PROBLEM ON GROUND. TEST FLIGHT SATISFACTORY. (M)									
3230 COMA	156CA 120156	EMB EMB120RT				SEQUENCE VALVE 12032943001	OUT OF ADJUST RT MLG DOOR		12/3/97 COMA9710487
THE RIGHT HAND MLG DOES NOT RETRACT. ADJUSTED THE RIGHT HAND MLG DOORS SEQUENCE VALVES.									
3242 XC4R		EMB EMB120			BFGOODRIC 21585	DISC 44667	BROKEN NR 3	2138	11/24/97 XC4R6637
UPON RECEIPT OF BRAKE ASSEMBLY FOR OVERHAUL, NR 3 CARRIER LINING WAS FOUND BROKEN IN THREE PIECES. SUBMITTER STATES NUMEROUS PROBLEMS WITH THIS BRAKE ASSEMBLY.									

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3350 MASA	287UE 120183	EMB EMB120RT				WIRE	SHORTED CABIN		10/31/97 MASA97202
FLT 5563 - FLL-JAX - CREW NOTICED THE LEFT OVERWING EMERGENCY LIGHT INOP. JAX MAINTENANCE REPAIRED A SHORTED WIRE. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 COMA	266CA 120258	EMB EMB120RT				LIGHT 12036904017	LOOSE CABIN		12/2/97 COMA9710488
EMERGENCY FLOOR LIGHT AT GALLEY AREA IS LOOSE. SECURED FLOOR LIGHT ASSY.									
5330 WTAA	201YW 120201	EMB EMB120RT				SKIN	BIRD STRIKE FUSELAGE		11/24/97 WTAA970215
SFO - BIRD STRIKE TO RIGHT SIDE OF AIRCRAFT REPORTED. MAINTENANCE INSPECTED AREA FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
5350 WTAA	276UE 120067	EMB EMB120RT				RADOME	BIRD STRIKE FWD FUSELAGE		11/12/97 WTAA970209
SMF - BIRD STRIKE ON RADOME ON APPROACH TO SMF. AIRCRAFT FERRIED TO FAT FOR REPAIRS. MAINTENANCE REPLACED RADOME. INSPECTED AREA, FOUND TO BE FREE OF CRACKS. REPLACED PULLED RIVETS. AIRCRAFT RETURNED TO SERVICE. (M)									
5610 WTAA	270YV 120270	EMB EMB120RT				WINDOW	BIRD STRIKE RT COCKPIT		11/20/97 WTAA970212
ACV - BIRD STRIKE ON FIRST OFFICERS WINDOW REPORTED. MAINTENANCE INSPECTED WINDOW AREA FOR DAMAGE. NO DAMAGE NOTED. AIRCRAFT RETURNED TO SERVICE. (M)									
7810 ASOA	229AS 120042	EMB EMB120RT				EXHAUST STACK 12049398002	BURNED LT ENGINE		11/8/97 ASOA97057
FLEW UNEVENTFUL FLIGHT FROM DFW-LFT, WHILE PASSENGERS WERE DEPLANING IN LFT, A MAN TOLD THE F/A TO TELL THE PILOTS THAT THERE WAS A FIRE IN THE LEFT ENGINE ON TAKEOFF FROM DFW. THE PILOT INSPECTED THE AIRCRAFT AND FOUND EXTENSIVE DAMAGE TO THE EXHAUST STACK AND HOLES BURNED THROUGH TO THE HYDRAULIC BAY BELOW. DFW AND TXK MECHANICS WERE DISPATCHED, REPLACED THE EXHAUST STACK AND MADE REPAIRS TO ENABLE THE AIRCRAFT TO FERRY TO MCN. THE A/C WAS FOUND SAFE FOR A FERRY FLIGHT AND REPOSITIONED TO MCN FOR FURTHER REPAIRS. (M)									
2130 USAA	889US 11358	FOKKER F28MK0100				SHUTOFF VLV 3925308	FAILED NR 2 ENGINE		11/12/97 97ZZZM1173
FLT 1543 - CLT-MSP - DURING CLIMB AT FL 220, NR 2 BLEED FAULT ILLUMINATED AND WAS RESET. LATER, AT FL340, THE RIGHT PACK BECAME VERY NOISY AND BEGAN TO VIBRATE. PACK WAS SHUT DOWN AND AIRCRAFT DESCENDED TO FL 250. AT THIS TIME AN ELECTRICAL SMELL WAS NOTED, BOTH LAVATORY SMOKE DETECTORS WERE SET OFF, AND NR 2 BLEED FAULT ILLUMINATED AGAIN AND WOULD NOT RESET. THE FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED NR 2 TMSOV, NR 2 PRSOV, AND RIGHT REFRIGERATION UNIT. (M)									
2130 USAA	889US 11358	FOKKER F28MK0100				PACK 220348024	FAILED RIGHT		11/12/97 97ZZZM1174
FLT 1543 - CLT-MSP - DURING CLIMB AT FL 220, NR 2 BLEED FAULT ILLUMINATED AND WAS RESET. LATER, AT FL340, THE RIGHT PACK BECAME VERY NOISY AND BEGAN TO VIBRATE. PACK WAS SHUT DOWN AND AIRCRAFT DESCENDED TO FL 250. AT THIS TIME AN ELECTRICAL SMELL WAS NOTED, BOTH LAVATORY SMOKE DETECTORS WERE SET OFF, AND NR 2 BLEED FAULT ILLUMINATED AGAIN AND WOULD NOT RESET. THE FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED NR 2 TMSOV, NR 2 PRSOV, AND RIGHT REFRIGERATION UNIT. (M)									
2130 USAA	889US 11358	FOKKER F28MK0100				TEMP VALVE 39297461	FAILED NR 2 ENGINE		11/12/97 USAAF97090
FLT 1543 - CLT-MSP - DURING CLIMB AT FL 220, NR 2 BLEED FAULT ILLUMINATED AND WAS RESET. LATER, AT FL340, THE RIGHT PACK BECAME VERY NOISY AND BEGAN TO VIBRATE. PACK WAS SHUT DOWN AND AIRCRAFT DESCENDED TO FL 250. AT THIS TIME AN ELECTRICAL SMELL WAS NOTED, BOTH LAVATORY SMOKE DETECTORS WERE SET OFF, AND NR 2 BLEED FAULT ILLUMINATED AGAIN AND WOULD NOT RESET. THE FLIGHT DIVERTED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED NR 2 TMSOV, NR 2 PRSOV, AND RIGHT REFRIGERATION UNIT. (M)									

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2910 JBXA	108ML 11484	FOKKER F28MK0100				O-RING	FAILED NR 2 HYD SYSTEM		11/24/97 JBXA970025
RDU - FLT 2 - LOST SYSTEM 1 HYD EN ROUTE DCA/RDU, CAPTAIN DEACTIVATED SYSTEM 1 HYD DECLARED EMERGENCY. LANDED AIRCRAFT SAFELY. RDU MAINTENANCE FOUND O-RING ON ENGINE NR 2 SYSTEM NR 1 HYD PUMP BAD. REMOVED AND REPLACED PRESSURE LINE O-RING AND BACK UP O-RING ON NR 1 HYD PUMP. GROUND RAN A/C. NO LEAKS DETECTED. ALL WORK DONE IAW AMM 29-11-00. (M)									
3230 USAA	864US 11306	FOKKER F28MK0100				DOWNLOCK	OVERSERVICED NLG		11/16/97 USAAF97093
FLT 275 - GSO-PHL - ON CLIMB-OUT FROM GSO, THE NOSE LANDING GEAR WOULD NOT RETRACT. FLIGHT RETURNED TO GSO WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND AN EXCESSIVE AMOUNT OF GREASE IN AND AROUND THE NOSE GEAR DOWNLOCK PLUNGER. CLEANED AND EXCESSIVE AMOUNT OF GREASE OFF OF THE DOWNLOCK PLUNGER. GEAR SWING NORMAL. (M)									
3231 USAA	866US 11310	FOKKER F28MK0100				DOOR STOP	OUT OF ADJUST LT MLG		11/19/97 USAAF97094
FLT 275 - GSO-PHL - AFTER TAKEOFF FROM GSO, WHEN LANDING GEAR WAS RETRACTED, 'MLG' MESSAGE APPEARED ON THE MULTIFUNCTION DISPLAY AND THE INTRANSIT LIGHT REMAINED ON IN THE GEAR HANDLE SELECTOR. THE CREW RECYCLED THE GEAR PER ABNORMAL PROCEDURES BUT THE PROBLEM PERSISTED. FLIGHT RETURNED TO GSO AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE ADJUSTED THE LEFT MAIN GEAR INBOARD DOOR STOP. (M)									
3260 USAA	861US 11297	FOKKER F28MK0100				UNSAFE LIGHT	ILLUMINATED RT MLG		11/20/97 USAAF97095
FLT 1283 - PHL-MSP - ON APPROACH TO MSP, WHEN LANDING GEAR WAS EXTENDED, AN UNSAFE RIGHT GEAR INDICATION OCCURRED. THE CREW RECYCLED THE GEAR BUT THE UNSAFE RIGHT GEAR INDICATION REOCCURRED. THE CAPTAIN PERFORMED A GO AROUND PROCEDURE. DURING THE SECOND ATTEMPT TO LAND, THERE WAS A MOMENTARY RIGHT GEAR UNSAFE INDICATION, BUT THE WARNING QUICKLY EXTINGUISHED. THE FLIGHT LANDED MSP WITHOUT FURTHER INCIDENT. (M)									
3260 USAA	865US 11308	FOKKER F28MK0100				SENSOR 201251225	FAILED LT MLG		11/2/97 USAAF97086
FLT 627 - PIT - AVP - AFTER TAKEOFF FROM PIT WHEN LANDING GEAR WAS RETRACTED, A GROUND/FLT FAULT, LIFT DUMPER FAULT, AND TCAS FAULT ILLUMINATED ON THE MULTIFUNCTION DISPLAY. THE AIRCRAFT RETURNED TO PIT AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE REPLACED THE NR 3 GROUND/FLT SENSOR LOCATED ON THE LEFT MAIN LANDING GEAR AND PERFORMED A SATISFACTORY GEAR SWING. (M)									
3260 USAA	894US 11379	FOKKER F28MK0100				SENSOR	LOOSE RT MLG		11/6/97 USAAF97087
FLT 1546 AND FLT 527 - ORF - BOTH FLIGHTS RETURNED TO ORF DUE TO LANDING GEAR PROBLEMS. ON BOTH OCCASIONS AFTER TAKEOFF FROM ORF, WHEN THE LANDING GEAR WAS RETRACTED, THE INTRANSIT LIGHT REMAINED LIT AND A 'RT MLG' WARNING ANNUNCIATED ON THE MULTIFUNCTION DISPLAY. BOTH RETURN TO FIELD LANDINGS OCCURRED WITHOUT FURTHER INCIDENT. MAINTENANCE SECURED AND ADJUSTED A LOOSE RIGHT AFT MAIN GEAR DOORLOCK SENSOR. (M)									
3350 USAA	859US 11293	FOKKER F28MK0100				POWER SUPPLY 6040681	INOPERATIVE CABIN		10/28/97 USAAF97085
IND - DURING ROUTINE MAINTENANCE VISIT, THE EMERGENCY EXIT LIGHT LOCATED ABOVE THE MAIN ENTRY DOOR WAS FOUND INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY. (M)									
3350 USAA	862US 11300	FOKKER F28MK0100				LIGHT 2LA00535801	INOPERATIVE CABIN		11/14/97 97ZZZM1172
IND - MAINTENANCE FOUND THE LEFT EMERGENCY EXIT OVERWING EMERGENCY LIGHT INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND BATTERY PACKS. (M)									
3350 USAA	862US 11300	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN		11/14/97 USAAF97092
IND - MAINTENANCE FOUND THE LEFT EMERGENCY EXIT OVERWING EMERGENCY LIGHT INOPERATIVE. REPLACED THE LIGHT ASSEMBLY AND BATTERY PACKS. (M)									

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3350 USAA	867US 11312	FOKKER F28MK0100				POWER SUPPLY 6040681	INOPERATIVE CABIN		11/21/97 USAAF97096
IND - FOUND CENTER RIGHT OVERWING EXIT SIGN INOPERATIVE. REPLACED THE POWER SUPPLY AND BATTERY. (M)									
3350 USAA	899US 11399	FOKKER F28MK0100				BATTERY PACK 6104789	DISCHARGED CABIN		11/6/97 USAAF97091
IND - MAINTENANCE FOUND THE FORWARD ENTRY DOOR OVERHEAD EMERGENCY LIGHTS DIM. REPLACED THE BATTERY PACK. (M)									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES	BULB 1315	FAILED FUSELAGE		12/7/97 QXEA9700881
PDX- AFT UNDER WING EVACUATION LIGHTS ARE INOP. RELAMPED LIGHTS, OPERATIONAL CHECKS GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES	LAMP 1820	FAILED CABIN		12/3/97 QXEA9700873
SEA - EXIT LIGHT AT 9E APPEARS OUT. RELAMPED, OPERATIONAL TEST GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000				POWER SUPPLY 6008903	INOPERATIVE CABIN		12/2/97 QXEA9700871
BOI - AFT CEILING EVACUATION LIGHT WILL NOT ILLUMINATE AT ROWS 11 TO 14. REPLACED POWER SUPPLY, OPERATIONAL CHECK GOOD.									
3350 QXEA	477AU 11226	FOKKER F28MK4000			GRIMES 900542	WIRE	DAMAGED CABIN		12/5/97 QXEA9700882
EMERGENCY LIGHT AT SEAT 12 AB IS INTERMITTENT. INSTALLED NEW WIRE SPLICE, OPERATIONAL CHECKS GOOD.									
3350 QXEA	479AU 11228	FOKKER F28MK4000			GRIMES 5515900004	BULB MGG1055	FAILED CABIN		12/2/97 QXEA9700872
YEG - FORWARD EMERGENCY EXIT SIGN WOULD NOT ILLUMINATE IN ARM POSITION WITH AIRCRAFT POWER OFF. RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	480AU 11229	FOKKER F28MK4000				LAMP 1820	FAILED CABIN		12/3/97 QXEA9700874
PDX - EMERGENCY EXIT LIGHT ROW 8 INOP. RELAMPED, OPERATIONAL CHECK GOOD.									
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		12/4/97 QXEA9700877
EMERGENCY EXIT LIGHT FOR THE FORWARD GALLEY SERVICE DOOR IS INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		12/4/97 QXEA9700883
EMERGENCY EXIT LIGHT FOR THE FORWARD GALLEY SERVICE DOOR IS INOP. RELAMPED EXIT SIGN, OPERATIONAL CHECKS GOOD.									
3350 QXEA	484US 11234	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		12/7/97 QXEA9700884
EMERGENCY EXIT LIGHTS IN THE FORWARD OVERHEAD ARE OUT. REPLACED LAMPS, OPERATIONAL CHECKS GOOD.									
5220 JBXA	133ML 11330	FOKKER F28MK0100				HANDLE A20429009	BROKEN EMER EXIT		11/8/97 JBXA970024
RDU - FLT 301 - WHILE DEPLANING PASSENGERS, FLIGHT CREW FOUND SEAT 13F EMERGENCY EXIT HANDLE BROKEN OFF. REMOVED AND REPLACED SEAT 13F EMERGENCY EXIT DOOR HANDLE IAW MM 52-44-00. (M)									

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5330 USAA	884US 11338	FOKKER F28MK0100				SKIN	DAMAGED FUSELAGE		11/16/97 USAA970337
PIT - DURING Q-1 CHECK, FOUND 9 INCH BY 14 INCH AREA OF SKIN DELAMINATION/HEAT DAMAGE AT LEFT STUBWING BETWEEN FRAMES 24011 AND 24611 AND STRINGERS 22 AND 23 ON FUSELAGE SKIN. DETECTED BY VISUAL/TAP TEST/CONDUCTIVITY TEST. CUT OUT DAMAGED AREA AND INSTALLED AN EXTERNAL DOUBLER PER EA 29200A. (M)									
7200 USAA	890US 11365	FOKKER F28MK0100	RROYCE TAYMK65015			ENGINE	FAILED RIGHT		11/7/97 USAAF97089
BOS - FL 794 - JUST SOUTH OF AND EN ROUTE TO BOS, RIGHT ENGINE N2 FLUCTUATIONS CAUSED THE ENGINE FAIL LIGHT TO ILLUMINATE. CREW SECURED THE RIGHT ENGINE. FLIGHT CONTINUED TO BOS AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED THE RIGHT ENGINE. (M)									
2121 BTVR	803CC 378	GULSTM G1159A				VALVE 39714411	FAILED COOLING FAN	7085	11/6/97 BTVR110597
DURING GROUND OPERATION WITH THE APU OPERATING, THE FLIGHT CREW DETECTED A STRONG 'HOT SMELL' IN THE CABIN. AFTER A PHONE CONFERENCE WITH HOME BASE MAINTENANCE, THE COOLING TURBINE WAS SUSPECTED. PRESSURIZATION SYSTEM WAS DEFERRED USING M.E.L. PROCEDURES AND ACFT RETURNED TO HOME BASE. FURTHER T/S REVEALED THE GROUND COOLING FAN DID NOT APPEAR TO OPERATE PROPERLY WHICH WOULD CAUSE THE AIR CONDITIONING DISTRIBUTION AND SUPPLY DUCTING'S TEMPERATURE TO INCREASE PRODUCING A 'HOT SMELL'. THE FAN'S CONTROL VALVE WAS CHANGED. THE SYSTEM WAS OPERATED FOR AN EXTENDED PERIOD WITH NO DEFECTS. AIRCRAFT RETURNED TO SERVICE. (X)									
2510		ISRAEL				SEAT	BROKEN	2487	11/12/97
	1125046	1125				25W122201502	PILOT LT AFT		97ZZX5083
DURING A C-CHECK INSPECTION, THE PILOT'S SEAT BACK ON THE LEFT ATTACH POINT, THE SPACER TUBE WAS FOUND BROKEN. SUSPECT THE BOLTS WORKED LOOSE ALLOWING ADDITIONAL STRESS TO BE PLACED UPON THE SPACER TUBE. CHECK OF THE BOLTS DURING INSPECTIONS BY VISUAL AND WITH WRENCH TO ENSURE THE BOLTS REMAIN TIGHT.									
2120 VTZA	315UE 41033	JETAIR JETSTM4101				OVERTEMP LIGHT	ILLUMINATED RT DUCT		11/8/97 VTZA976488
FLT 6483 - IAD-EWR - AIRCRAFT RETURNED TO GATE DUE TO RT DUCT OVERTEMP WARNING LIGHT ILLUMINATED. MAINTENANCE INSPECTED AND OPENED DMI 52575, MEL 21-1. MAINTENANCE CLOSED DMI 52575 ON 11-09-97 BY PERFORMING OPS CHECK AND COULD NOT DUPLICATE PROBLEM. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2170 VTZA	314UE 41027	JETAIR JETSTM4101				WATER SOCK 4935C120	DIRTY LT ACM		10/11/97 VTZA97646
FLT 6292 - BWI-JFK - DURING CLIMB, AIRCRAFT MADE A UNSCHEDULED LANDING AT BWI DUE TO SMOKE IN CABIN ON CLIMB-OUT. MAINTENANCE INSPECTED AND FOUND DIRTY WATER SOCK ON LEFT ACM. MAINTENANCE REMOVED AND REPLACED WATER SOCK, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2433 VTZA	303UE 41015	JETAIR JETSTM4101				CONNECTOR	LOOSE RT INVERTER		11/10/97 VTZA97638
FLT 6295 - JFK-BWI - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO RIGHT INVERTER FAILURE. MAINTENANCE INSPECTED AND RESEATED CANNON PLUG ON RIGHT INVERTER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2435 VTZA	325UE 41063	JETAIR JETSTM4101				STARTER/GEN 23095002	FAILED RT ENGINE		11/7/97 VTZA97626
FLT 6211 - IAD-PVD - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO RIGHT GENERATOR FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RIGHT STARTER/GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2622 VTZA	321UE 41045	JETAIR JETSTM4101				EXTINGUISHER BA51015R3	MISSING CABIN		11/6/97 VTZA97620
FLT 6371 - EWR-IAD - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO FORWARD FIRE EXTINGUISHER MISSING RED SAFETY TAB. MAINTENANCE FERRIED AIRCRAFT TO IAD. MAINTENANCE INSPECTED AND REMOVED AND REPLACED FWD FIRE EXTINGUISHER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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2751 VTZA	307UE 41021	JETAIR JETSTM4101				TRANSDUCER TY176004A	FAILED LT TE FLAP		11/19/97 VTZA97654
FLT 6446 - JFK-IAD - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE FLAP FAULT CAPTION LIGHT ILLUMINATING. MAINTENANCE CONTROL NOTIFIED AND AIRCRAFT RETURNED TO THE GATE. AIRCRAFT WAS FERRIED FROM JFK TO IAD. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE LEFT FLAP POSITION TRANSDUCER HAD FAILED. MAINTENANCE REMOVED AND REPLACED THE LEFT FLAP POSITION TRANSDUCER AND PERFORMED ALL REQUIRED CHECKS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3160 VTZA	303UE 41015	JETAIR JETSTM4101				SYMBOL GENERATOR 7011672112	FAILURE NR 2		11/7/97 VTZA97625
FLT 6455 - IAD-PHL - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO NR 2 SYMBOL GENERATOR FAILURE. MAINTENANCE INSPECTED AND REMOVED AND REPLACED SYMBOL GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3240 VTZA	326UE 41064	JETAIR JETSTM4101				SWITCH 91SE116	FAILED PARKING BRAKE		11/10/97 VTZA97639
FLT 6411 - BOS-JFK - AIRCRAFT ABORTED TAKEOFF DUE TO TAKEOFF CONFIGURATION WARNING SOUNDED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. AIRCRAFT FERRIED TO EWR WHERE MAINTENANCE INSPECTED AND REMOVED AND REPLACED EMERGENCY PARKING BRAKE MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3240 VTZA	326UE 41064	JETAIR JETSTM4101				SWITCH	LOOSE BRAKES		11/10/97 VTZA97637
FLT 944 - EWR-JFK - ABORTED TAKEOF DUE TO TAKEOFF CONFIGURATION WARNING SOUNDED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND MICROSWITCH IN CLOSET COMPARTMENT LOOSE. MAINTENANCE TIGHTENED MOUNTING BRACKET AND ADJUSTED MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3320 VTZA	326UE 41064	JETAIR JETSTM4101				BALLAST BR90001	FAILED CABIN		11/6/97 VTZA97647
FLT 6176 - IAD-BDL - AIRCRAFT RETURNED TO GATE DUE TO BURNING SMELL FROM FWD CABIN NEAR PASSENGER DOOR. CREW REMOVED POWER FROM CABIN LIGHTS. MAINTENANCE INSPECTED AND OPENED DMI 05713, MEL 33-7. MAINTENANCE CLOSED DMI 05713 ON 11-13-97 BY REMOVING AND REPLACING BALLAST UNIT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	302UE 41013	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		11/16/97 VTZA97644
FLT 6470 - PVD-IAD - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE AFT SECTION WHITE EMERGENCY LIGHTS NOT TESTING. MAINTENANCE CONTROL NOTIFIED AND AIRCRAFT RETURNED TO THE GATE. MAINTENACNE WAS DISPATCHED AND FOUND THAT THE CONNECTOR FOR THE AFT SECTION OF EMERGENCY TRACK LIGHTS HAD VIBRATED LOOSE. MAINTENANCE RESECURED CONNECTOR AND TESTED LIGHTS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3350 VTZA	303UE 41015	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		11/15/97 VTZA97643
FLT 6388 - IAD-MHT - DURING TAXI, EXPERIENCED A DISCREPANCY WITH THE AFT SECTION WHITE EMERGENCY LIGHTS NOT TESTING. MAINTENANCE CONTROL NOTIFIED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE CONNECTOR FOR THE AFT SECTION OF EMERGENCY TRACK LIGHTS HAD VIBRATED LOOSE. MAINTENANCE RESECURED CONNECTOR AND TESTED LIGHTS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
3350 VTZA	306UE 41020	JETAIR JETSTM4101				LIGHTS	MALFUNCTIONED CABIN		11/18/97 VTZA97651
FLT 6539 - BOS-EWR - DURING TAXI AT BOS CREW NOTICED INTERIOR AND EXTERIOR EMERGENCY LIGHTS INOP. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. AIRCRAFT FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND COULD NOT DUPLICATE PROBLEM. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	310UE 41028	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		11/17/97 VTZA97645
FLT 6483 - IAD-CHS - DURING TAXI EXPERIENCED A DISCREPANCY WITH THE AFT SECTION WHITE EMERGENCY LIGHTS NOT TESTING. MAINTENANCE CONTROL NOTIFIED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE WAS DISPATCHED AND FOUND THAT THE CONNECTOR FOR THE AFT SECTION OF EMERGENCY TRACK LIGHT HAD VIBRATED LOOSE. MAINTENANCE RESECURED CONNECTOR AND TESTED LIGHTS. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									

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3350 VTZA	329UE 41097	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		11/11/97 VTZA97633
FLT 6356 - BOS-IAD - DURING DESCENT, AIRCRAFT MADE A SCHEDULED FLIGHT WITH ONE DISCREPANCY, WHICH WAS 2 EMERGENCY LIGHT BULBS INOP ON FLOOR TRACK LIGHTING. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND LOOSE CONNECTION AND RESECURED, OPS CHECK OK. AIRCRAFT WAS RELEASED ADN APPROVED FOR RETURN TO SERVICE. (M)									
3445 VTZA	307UE 41021	JETAIR JETSTM4101				TOCAS WARNING	SOUNDED COCKPIT		11/7/97 VTZA97624
FLT 6318 - ROA-IAD - DURING TAKEOFF, AIRCRAFT ABORTED TAKEOFF DUE TO TOCAS WARNING SOUNDED ON TAKEOFF ROLL. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND RESET AND VERIFIED ALL TOCAS SYSTEMS. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3530 VTZA	331UE 41099	JETAIR JETSTM4101				PBE SEAL 119003	BROKEN CABIN		11/18/97 VTZA97650
FLT 6361 - ROC-IAD - DURING PRE-FLT, CREW FOUND FORWARD CABIN PBE INOP (VACUUM SEAL BROKEN). AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. AIRCRAFT FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND ALSO FOUND CREW PBE SEAL BROKEN ALSO. MAINTENANCE REMOVED AND REPLACED BOTH PBE'S, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5610 VTZA	302UE 41013	JETAIR JETSTM4101				WINDSHIELD 14156002410	CRACKED RT COCKPIT		11/6/97 VTZA97623
FLT 6236 - BOS-BWI - DURING TAXI, AIRCRAFT MADE A SCHEDULED FLIGHT WITH ONE DISCREPANCY WHICH WAS F/O'S WINDSCREEN CRACKED AT LOWER LEFT CORNER. AIRCRAFT WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED WINDSCREEN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6112 VTZA	325UE 41063	JETAIR JETSTM4101				DE-ICE BOOT B4018316	FAILED RT PROP		11/6/97 VTZA97632
FLT 6512 - IAD-LGA - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO RIGHT PROP HEAT FAILED AND WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RIGHT PROP DE-ICE BOOT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7160 BAQR	20DK 35143	LEAR 35A				INLET 265201052	CRACKED RT ENGINE		11/5/97 97ZZZX5029
CRACKS FOUND ON THE INSIDE OF THE ENGINE INLET AT THE FORWARD INLET RING FLANGE. CRACKS FOUND DURING A PHASE A3 - 300-HOUR INSPECTION. INSPECTION REFERENCE NUMBERS 30-20-00, 71-10-10. AIRCRAFT TOTAL TIME: 7,862.3 HOURS. AIRCRAFT TOTAL CYCLES: 7,469 HOURS.									
7160 BAQR	20DK 35143	LEAR 35A				INLET 265201051	CRACKED LT ENGINE		11/5/97 97ZZZX5030
***** CRACKS WERE FOUND ON THE INSIDE OF THE ENGINE INLET AT THE FORWARD INLET RING FLANGE. CRACKS WERE FOUND DURING A PHASE A3 - 300-HOUR INSPECTION. INSPECTION REFERENCE NUMBERS 30-20-00, 71-10-10. AIRCRAFT TOTAL TIME: 7,862.3 HOURS. AIRCRAFT TOTAL CYCLES: 7,469 HOURS.									
3350 DALA	1738D 193C1234	LKHEED 1011385115				CONTROL PANEL 1605193107	INOPERATIVE COCKPIT		12/5/97 DLL14972541
EMERGENCY LIGHTS WOULD NOT TURN OFF WHEN ELECTRICAL POWER WAS REMOVED FROM AIRCRAFT. REMOVED AND REPLACED EXTERNAL LIGHT CONTROL PANEL IN COCKPIT, OPERATIONAL CHECK GOOD.									
3610 DALA	763DL 193Y1197	LKHEED 10113853				DUCT	FAILED NR 1 ENGINE	60324	12/2/97 DLL19972521
ON T/O, HP DUCT BLEW CAUSING FIRE WARNING, ALT FIRE BOTTLE DISCHARGED. REPLACED ENGINE.									
5312 DALA	737D 193C1228	LKHEED 1011385115				BULKHEAD WEB 1505220105	CRACKED BS1363		12/4/97 DLL14972536
CRACKS FOUND IN BULKHEAD WEB AND LWR CAP AT FS 1363 BULKHEAD. REPAIRED PER AMOC ERA 331016-14AD.									

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5730 DALA	737D 193C1228	LKHEED 1011385115				SKIN 1527138	CRACKED WS 562		12/4/97 DLL14972535
CRACK FOUND ON LT WING AT WS 562, STR 10. REPAIRED PER AMOC ERA 330977-14AD.									
5313 RAAA	178RV 188C2010	LKHEED 188C				STRINGER	CRACKED BS 937		12/3/97 RAAA97E8048
DURING SCHEDULED NR 2 CHECK, FOUND STR 30 CRACKED AT FS 937. REPLACED STRINGER SECTION PER SRM 53-2-2, M-54 NR 180.									
5320 RAAA	178RV 188C2010	LKHEED 188C				SUPPORT	CORRODED BS 371		12/4/97 RAAA97E8049
DURING ACCESS FOR AD 80-12-01 INSPECTION, FOUND FS 371 FLOOR TRANSVERSE SUPPORT UPPER CHORD CORRODED AT NUT PLATE HOLE AT LBL 40. REPAIRED PER SRM 53-2-4, M-54 NR 202.									
5320 RAAA	178RV 188C2010	LKHEED 188C				SUPPORT	CORRODED BS 333		12/3/97 RAAA97E8045
DURING ACCESS FOR AD 80-12-01 INSPECTION, FOUND FS 333 FLOOR TRANSVERSE SUPPORT UPPER CHORD CORRODED AT LBL 27. REPAIRED PER SRM 53-2-4, M-54 NR 131.									
5320 RAAA	178RV 188C2010	LKHEED 188C				SUPPORT	CORRODED BS 352		12/3/97 RAAA97E8046
DURING ACCESS FOR AD 80-12-01 INSPECTION, FOUND FS 352 FLOOR TRANSVERSE SUPPORT UPPER CHORD CORRODED AT LBL 33. REPAIRED PER SRM 53-2-4, M-54 NR 132.									
5320 RAAA	178RV 188C2010	LKHEED 188C				INTERCOSTAL	CORRODED BS 352-371		12/3/97 RAAA97E8047
DURING ACCESS FOR AD 80-12-01 INSPECTION, FOUND LBL 21 FLOOR INTERCOSTAL UPPER CHORD CORRODED FS 352 TO 371. REPLACED INTERCOSTAL UPPER PLATE PER SRM 51-2-9, M-54 NR 133.									
5347 RAAA	178RV 188C2010	LKHEED 188C				SEAT TRACK	CORRODED BS 236-371		12/3/97 RAAA97E8044
DURING ACCESS FOR AD 80-12-01 INSPECTION, FOUND LBL 44 SEAT TRACK CORRODED FS 236 TO 371. REPLACED SEAT TRACK PER SRM 51-2-9, M-54 NR 57.									
6114		LKHEED 188A		MCAULY D2A34C98		HUB C4716C98	CRACKED NR 1 SOCKET		12/1/96 EY2R9600167
NR1 SOCKET, NR 1&2 THREADS CRACKED, 12" LONG									
2424 SRAA	908SJ 4300	LKHEED 382E				VOLTAGE REG 3S2U60DR113A1	MALFUNCTIONED NR 4 GENERATOR		11/30/97 SRAA971111
ON TAKEOFF ROLL, AFTER ENGINES WERE UP TO SPEED FOR TAKEOFF, ESSENTIAL AC BUSS WENT OFF LINE A , B, C PHASE C/B'S ON ESSENTIAL AC POPPED. REJECTED TAKEOFF AND RETURNED TO BLOCK. TROUBLESHOT ELECTRICAL SYSTEM AND FOUND NR 4 GENERATOR VOLTAGE REGULATOR HAD LOW VOLTAGE OUTPUT. REPLACED NR 4 GEN VOLT REG, SYSTEM OPS CHECKED GOOD PER MM CH 24.									
5230 SRAA	901SJ 4299	LKHEED 382E				FITTING	BROKEN CARGO DOOR		12/3/97 SRAA971204
AFTER LOADING CARGO, UPON CLOSING CARGO DOOR, FOUND CARGO RAMP LOCKS WOULD NOT ENGAGE, CARGO RAMP LOCK ACTUATOR SUPPORT FITTING FRACTURED. REPLACED FITTING AND CHECKED UPLOCK RIGGING, SYSTEM OPS CHECKED GOOD PER MM CH 52-30.									
7922 R7MA	454MA 1535SA	MTSBSI MU2B60				BYPASS VALVE 016A4702221	FAILED TEMP REGULATOR	335	9/22/97 97ZZZX5067
BYPASS VALVE UNIT INOPERATIVE. OIL TEMPERATURE REDLINES ON GROUND. REPLACED WITH NEW UNIT, CORRECTED PROBLEM.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2913 RO3R	652MK 46536	RKWELL NA26565			VICKERS 939789	MOTOR ASSY 165FE00503	FAILED HYDRAULIC PUMP	22	11/12/97 97ZZZX5092
STRONG VIBRATION FELT IN AFT SECTION OF AIRCRAFT DURING FLIGHT. HYDRAULIC SYSTEM PRESSURE COULD NOT BE MAINTAINED USING NR 1 HYDRAULIC PUMP. NR 1 HYDRAULIC PUMP HAD FAILED. FOUND METAL CONTAMINATION IN BOTH PRESSURE AND RETURN FILTERS, PUMP HAD BEEN MODIFIED AT TIME OF INSTALLATION BY C/W VICKERS SL -29-940070-1. HYDRAULIC PUMP SENT TO MANUFACTURER FOR TEAR-DOWN. AWAITING RESULTS AT THIS TIME.									
2611 WWMA	256AE 340B256	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE AVIONICS COMPT		12/2/97 WWMA9700198
AVIONICS SMOKE LIGHT ILLUMINATED IN FLIGHT THEN EXTINGUISHED AFTER A FEW MINUTES. NO SMOKE OR OTHER ABNORMALITIES NOTED. REPLACED THE AVIONICS SMOKE DETECTOR.									
2613 PLGA	342BE 340A096	SAAB SF340A				CONNECTOR	CONTAMINATED RT ENGINE		10/25/97 PLGA971025C
ALB - FLT 4763 - TWENTY MINUTES AFTER TAKEOFF, THE RIGHT TAILPIPE HOT WARNING LIGHT ILLUMINATED. CREW FOLLOWED PROCEDURES AND SHUT DOWN THE RIGHT ENGINE. AIRCRAFT DIVERTED TO ALB AND LANDED WITHOUT INCIDENT. MAINTENANCE CLEANED WATER FROM SYSTEM CONNECTOR AND RERACKED THE WEU. PERFORMED OPERATIONAL CHECK OF SYSTEM. ALL CHECKED GOOD AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2910 WWMA	343SB 340B343	SAAB 340B				CIRCUIT BREAKER MS33205	DEFECTIVE HYDRAULIC SYST		12/2/97 WWMA9700199
INFLIGHT THE HYDRAULIC CENTRAL WARNING PANEL LIGHT CAME ON. THE EMERGENCY HYDRAULIC PRESSURE AND OUTBOARD BRAKE PRESSURE INDICATED ZERO. THE MAIN PRESSURE WAS AT 2000 PSI. PERFORMED EMERGENCY GEAR EXTENSION IAW THE QRH. AFTER PROCEDURE NOTED THE HYDRAULIC AUTO PUMP, OVERRIDE PUMP AND THE PRESSURE INDICATOR CIRCUIT BREAKERS POPPED. RESET AUTO PUMP CB BUT COULD NOT RESET OVERRIDE PUMP OR PRESSURE CIRCUIT BREAKERS. MAINTENANCE CHECKED LANDING GEAR BEFORE CHANGING THE EXPLOSIVE BOLTS AND COULD NOT DUPLICATE THE CREW'S DISCREPANCY. FOUND THE AUTO PUMP, OVERRIDE PUMP AND THE PRESSURE INDICATOR CIRCUIT BREAKERS TO POP EASILY. REPLACED ALL 3 BREAKERS. REPLACED GEAR EXPLOSIVE BOLTS.									
3020 PLGA	343BE 340A101	SAAB SF340A				CONTROLLER ND00752200	FAILED RT ENGINE		11/8/97 PLGA971108A
BOS - FLT 4428 - AFTER TAKEOFF, THE RIGHT INTAKE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT THERMAL CONTROLLER. SYSTEM CHECKED GOOD. (M)									
3020 PLGA	745BA 340A111	SAAB SF340A				CONTROLLER ND00752200	FAILED RT ENGINE		10/27/97 PLGA971027A
LGA - FLT 4739 - AFTER TAKEOFF, THE RIGHT INTAKE DE-ICE FAILED. AIRCRAFT RETURNED TO LGA AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE RIGHT INTAKE CONTROLLER. SYSTEM CHECKED GOOD. (M)									
3230 SIMA	392AE 340B392	SAAB 340B				VALVE HP848430621	STICKING LANDING GEAR		11/4/97 SIMA973081
DFW - FLT 3584 - CREW REPORTED LANDING GEAR DID NOT EXTEND WHEN SELECTED. COMPLETED SUCCESSFUL EXTENSION WITH EMERGENCY EXTENSION HANDLE. MAINTENANCE RAID L/G SELECTOR VALVE. PERFORMED OPS CHECK SEVERAL TIMES WITH NO FAULTS NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3260 WWMA	348SB 340B348	SAAB 340B				CONNECTOR	LOOSE LT MLG		12/1/97 WWMA9700197
LEFT MAIN LANDING GEAR UNSAFE INDICATION ON DURING LANDING. THE BULB TEST WAS GOOD AND THE INTRANSIT LIGHT WORKED NORMALLY. RECYCLED THE GEAR AND THE ONLY ABNORMAL INDICATION WAS THE LEFT MAIN GEAR CONFIG LIGHT THAT CAME ON AND STAYED ON THROUGH LANDING. ALSO, UNABLE TO SILENCE THE CONFIG WARNING WITH THE GPWS FLAP OVERRIDE SWITCH. FOUND LEFT MAIN LANDING GEAR DOWNLOCK SWITCH CANNON PLUG LOOSE AT JUNCTION 5GA-S1. RESEATED CANNON PLUG AND PERFORMED LANDING GEAR SWING CHECKS.									
3260 PLGA	344BE 340A104	SAAB SF340A				SWITCH ATG123272	FAILED NR 3		10/24/97 PLGA971024
BOS - FLT 4207 - CREW ABORTED TAKEOFF DUE TO CONFIGURATION WARNING. MAINTENANCE REPLACED NR 3 WEIGHT ON WHEEL SWITCH. SYSTEM CHECKED GOOD AND AIRCRAFT WAS RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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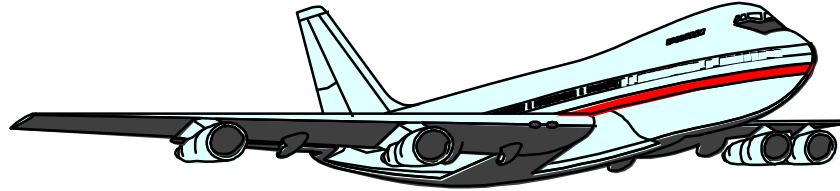
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3260 PLGA	346BE 340A150	SAAB SF340A				SWITCH ATG130902	FAILED LT MLG		10/25/97 PLGA971025A
BGR - FLT 4247 - WHEN GEAR WAS SELECTED DOWN FOR LANDING, THE CREW RECEIVED THREE GREEN BUT THE LEFT INTRANSIT LIGHT REMAINED ILLUMINATED. CREW FOLLOWED PROCEDURES AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT GEAR DOWNLOCK SWITCH. SYSTEM CHECKED GOOD AIRCRAFT RETURNED TO SERVICE. (M)									
3350 WWMA	256AE 340B256	SAAB 340B				CONTROL PANEL 7225280527	DEFECTIVE CABIN		11/30/97 WWMA9700194
FLIGHT ATTENDANTS EMERGENCY LIGHT ARM PUSH BUTTON FAILS TO ILLUMINATE. REPLACED THE FLIGHT ATTENDANTS CONTROL PANEL.									
3350 SIMA	282AE 340B282	SAAB 340B				BULB OL307BPEGPL	FAILED CABIN		11/12/97 SIMA973162
DFW - FLT 3688 - 4A EMERGENCY LIGHT IS OUT. REMOVED AND INSTALLED LIGHT BULB IN EMERGENCY LIGHT AT 4A. OPERATIONAL CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	305AE 340B305	SAAB 340B				BULB OL307BPEGPL	FAILED CABIN		11/17/97 SIMA973211
DFW - FLT 3910 - TWO EMERGENCY PROX LIGHTS INOP. RAID BULBS GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 WWMA	343SB 340B343	SAAB 340B				BULB GE85	FAILED CABIN		12/1/97 WWMA9700196
FLIGHT ATTENDANTS EMERGENCY LIGHT ARM PUSH BUTTON FAILS TO ILLUMINATE. REPLACED THE FLIGHT ATTENDANTS ARM LIGHT BULB.									
7110 PLGA	745BA 340A111	SAAB SF340A				LATCH	NOT LATCHED LT ENGINE		10/28/97 PLGA971028A
ISP - FLT 4353 - WHILE AT CRUISE, THE FLIGHT ATTENDANT INFORMED THE CREW THAT A LATCH WAS OPEN ON THE LEFT INBOARD COWLING DOOR, AIRCRAFT DIVERTED TO ISP AND LANDED WITHOUT INCIDENT. MAINTENANCE COSED LATCH AND INSPECTED AREA WITH NO PROBLEMS FOUND. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
7603 PLGA	353BE 340B242	SAAB 340B				CIRCUIT BREAKER	TRIPPED C/B PANEL		10/23/97 PLGA971023B
BOS - FLT 4319 - AFTER TAKEOFF THE FLIGHT IDLE OPEN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE RESET SYSTEM CIRCUIT BREAKER AND SYSTEM CHECKED GOOD. (M)									
7930 PLGA	742BA 340A092	SAAB SF340A				BYPASS VALVE 12456008	FAILED LT ENGINE		11/11/97 PLGA971111A
BOS - FLT 4852 - WHILE AT CRUISE, THE LEFT PGB OIL TEMPERATURE WAS READING LOW (40 DEGREES CELCIUS). AIRCRAFT DIVERTED TO BOS AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT THERMAL BYPASS VALVE. ENGINE RAN WITH ALL INDICATIONS READING NORMAL. (M)									
7931 PLGA	358BE 340B279	SAAB 340B				OIL PRESS LIGHT	ILLUMINATED LT ENGINE		10/25/97 PLGA971025B
BOS - FLT 4219 - DURING TAKEOFF, THE CREW NOTED THE LEFT ENGINE OIL PRESSURE WARNING LIGHT ILLUMINATED. TAKEOFF WAS ABORTED AND AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED SYSTEM AND WAS UNABLE TO DUPLICATE THE PROBLEM. AIRCRAFT RETURNED TO SERVICE. (M)									
7931 PLGA	343BE 340A101	SAAB SF340A				WIRE	BROKEN RT ENGINE		11/2/97 PLGA971102A
BOS - FLT 4222 - AIRCRAFT DIVERTED TO BOS DUE TO RIGHT PGB OIL PRESSURE INDICATION READING ZERO. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPAIRED BROKEN WIRE GOING TO RIGHT OIL PRESSURE TRANSDUCER. SYSTEM CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
7933 PLGA	361BE 340B290	SAAB 340B				CONTROL VALVE 12456008	FAILED LT ENGINE		10/23/97 PLGA971023A
LGA - FLT 4500 - DURING CLIMB-OUT, THE LEFT ENGINE PGB OIL TEMPERATURE WAS READING 5 DEGREES BELOW GREEN ARC. AIRCRAFT RETURNED TO LGA AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED LEFT TEMP CONTROL VALVE. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

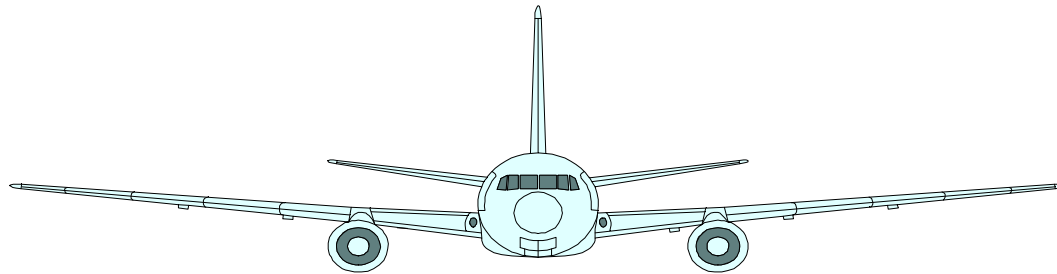
DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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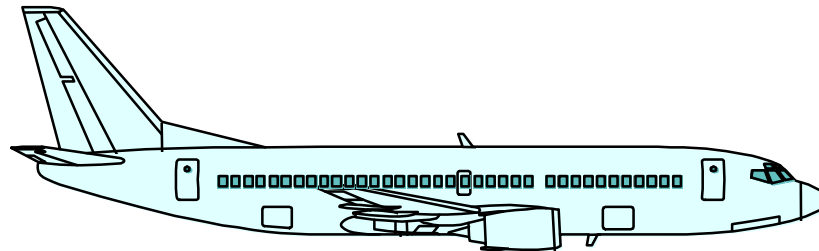
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6110		STBROS		HARTZL		FEATHER SPRING	CRACKED	15791	10/1/96
		SD360		HCB5MP3		3496	PROP ASSY	4473	EY2R9600151
		PROP ASSY FEATHERING SPRING BROKEN							
6110		STBROS		HARTZL		BETA COLLAR	CRACKED	13167	12/1/96
		SD360		HCB5MP3		40191	PROP ASSY	4311	EY2R9600183
		PROP ASSY BETA COLLAR CRACKED							
2432		SWRNG				BATTERY	DEFECTIVE		11/24/97
		SA226T				RG390E	DC SYSTEM		97ZZZX5084
		BATTERY SUPPORT SLEEVE ON THE OUTSIDE OF BATTERY SLIDES DOWN 2 INCHES IN-FLIGHT OR DURING LANDING ABOUT 2 INCHES. CONCORDE FAX SAID TO PUSH SLEEVE UP AND PUT TAPE ON BOTTOM OF SLEEVE.							
2161	2711R	SWRNG				TEMP CONTROL	MALFUNCTION	28205	12/5/97
QXEA	AC698	SA227AC				HYL2504341	CABIN	11	QXEA9700886
		NR 2 BLEED AIR HAS A OIL SMELL TO IT. INSPECTED SYSTEM AND REPLACED CABIN TEMPERATURE CONTROLLER AND CLEANED WATER SEPARATOR SOCK, OPERATIONAL CHECKS GOOD.							
2170	2711R	SWRNG			SWRNGN	COALESCER	DIRTY		12/5/97
QXEA	AC698	SA227AC			20475546	8323715	CABIN		QXEA9700885
		SMOKE NOTICED COMING FROM THE NR 1 BLEED AIR VENT. INSPECTED ENGINE AND FOUND NO OIL LEAKS. REPLACED WATER SEPARATOR SOCK, OPERATIONAL CHECKS GOOD.							
6110		SWRNG		MCAULY		COUNTERWEIGHT	CRACKED	2584	11/1/96
		SA227AC		4HFR34C652		C5291	PROP ASSY		EY2R9600160
		PROP ASSY COUNTERWEIGHT CRACKED							
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)									



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY

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7170			PWA PW123			VALVE 3034038	MISSING PARTS FUEL DRAIN	92	9/10/97 CA970923011
*****	(CAN) DURING A SCHEDULED 100 HOUR INSPECTION OF THE NR1 ENGINE, THE FUEL DRAINS OF THE COMBUSTION CHAMBER WERE FOUND DISCOLOURED AS WELL AS ONE FLEX HOSE BURNT FROM THE INSIDE OUT. INVESTIGATION FOUND THE INTERNAL PARTS OF THE VALVE WERE MISSING.								
7210			LYC ALF502R5			IDLER GEAR 208313901	WORN REDUCTION GEARB		9/9/97 CA970922002
	(CAN) METAL FOUND IN CHIP DETECTORS CONDITION 3. ON TEARDOWN IDLER GEAR AND SPIRAL GEAR SHAFT (P/N 208313603) WERE FOUND BADLY WORN.								
7230			LYC ALF502R5			SEAL	LEAKING NR 1		9/26/97 CA971015005
	(CAN) OIL LEAKING FROM NR1 SEAL. ENGINE REPLACED.								
7250			PWA PW4060			TURBINE BLADE STAGE 2	FRACTURED	9156	9/4/97 CA971016012
*****	(CAN) IN CRUISE AT FL370 WHEN CREW APPLIED CLIMB POWER TO ASCEND TO FL390- HIGH SPEED SPOOL (N2) OF- NR2 ENGINE SUDDENLY DROPPED FROM CLIMB SPEED TO ZERO RPM. FOLLOWED BY HIGH VIBRATIONS. CREW FOLLOWED ENGINE SHUTDOWN PROCEDURES &- A/C WAS DIVERTED. STAGE 2 TURBINE BLADE FAILURE WAS SUSPECTED &- ENGINE WAS REPLD. AFTER ENGINE DISASSY,- STAGE 2 BLADE FRACTURE WAS CONFIRMED. THIS TYPEOF FAILURE, CAUSED BY ATMOSPHERIC DIRT & COMBUSTION BY-PRODUCTS ATTACKING- BLADE MATERIAL, IS AN INDUSTRY PROBLEM ON- PW4000-94/100 PHASE 3 ENGINES.- AIRLINE SUBMITTING THIS RPT STATES THAT-Y HAVE HAD TWELVE OTHER ENGINE SIMILARLY AFFECTED & ALL SUSPECTED ENGINES IN- FLEET WERE REPLD & MODIFIED TO ELIMINATE- PROBLEM.								
7310			PWA JT9D7R4D			FUEL LINE 80466801	LEAKING FCU & XMITTER		11/25/97 CA971016011
*****	(CAN) CLIMBING THROUGH 16,000 FEET- CREW NOTICED POOR CLIMB PERFORMANCE & FOUND NR1 ENGINE OP AT 1.07 EPR (NR2 ENGINE OP AT 1.38 EPR). AFTER CHECK LIST COMPLETED, POWER LEVER REDUCED TO IDL E &- NR1 ENGINE FLAMED OUT. RESTART ATTEMPT WAS UNSUCCESSFUL,- A/C RETURNED TO POINT OF DEPARTURE WHERE A SINGLE ENGINE LDG WAS CARRIED OUT. POST FLT MAINT INSP FOUND- FUEL SUPPLY LINE (PIPE) BETWEEN- FUEL CNTL UNIT (FCU) &- FUEL FLOW XMITTER LEAKING AT- XMITTER CONNECTION.- PIPE WAS REPLD. A CHECK OF ENGINE RECORDS SHOW- ENGINE WAS RELEASED FRO M- POWER PLANT SHOP IN MAY 97, WHEN- FUEL PIPE WAS INST.- EXACT CAUSE OF- FAILURE COULD NOT BE DETERMINED.								
7314			ROTAX ROTAX912			FUEL PUMP 996592	FAILED BACK DIAPHRAGM	543	9/23/97 CA970930017
	(CAN) DURING INSPECTION THE FUEL PUMP WAS FOUND TO BE LEAKING INTERNALLY FROM THE BACK DIAPHRAGM AIR VENTS.								
8530			PWA R1340AN1			CYLINDER	FAILED NR4 CYLINDER		9/14/97 CA970922012
	(CAN) ENROUTE TO A SPRAY OPERATION THE ENGINE BEGAN TO RUN ROUGH AND LOSE POWER. THE PILOT DUMPED THE LOAD AND ATTEMPTED A RETURN TO BASE. THE AIRCRAFT COULD NOT MAINTAIN ALTITUDE AND THE PILOT FORCED LANDED IN A SWAMP. INDICATIONS ARE THAT THE NR4 CYLINDER FAILED.								
6122		AEROSP ATR42*	PWA PW121			PUMP 8210181A	DEFECTIVE OVSPEED GOV	17943 550	9/19/97 CA970930024
	(CAN) THE ENGINE EXPERIENCED A PT OVERSPEED WHICH LASTED FOR A DURATION OF 43 SECONDS OVER 110 PERCENT NP SPEED REACHING A MAXIMUM OF 118.1 PERCENT. THE ENGINE WAS REMOVED AND SHIPPED FOR INSPECTION. DISASSEMBLY FOUND NO DAMAGE TO THE PRINCIPAL PT COMPONENTS ATTRIBUTED TO THE OVERSPEED CONDITION. IT WAS FOUND THE PROPELLER OVERSPEED GOVERNOR HYDRAULIC PUMP WAS GENERATING LESS THAN 50 PERCENT OF REQUIRED PRESSURE. THE CAUSE OF THE OVERSPEED WAS THE FAILURE OF THE PROPELLER OVERSPEED GOVERNOR HYDRAULIC PUMP TO PRODUCE SUFFICIENT PRESSURE TO CONTROL THE PCU, WHICH CAUSED THE PROPELLER TO GO INTO PITCH LOCK AT A FINER PITCH, RESULTING IN NP OVERSPEED. NO REASON FOR THE LOW PRESSURE OUTPUT OF THE PUMP WAS FOUND.								
3260		AIRBUS A300B4622R	PWA PW4158		AIRBUS A3233265300	SWITCH	FAILED LANDING GEAR POS		3/12/97 AU970226
	(AUS) LH MAIN LANDING GEAR UPLOCK SWITCH FAULTY								

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2410		AIRBUS A310304				GENERATOR DRIVE 735874C	OVERHEATED NO ENGINE GEN		10/3/97 CA971015014
(CAN) DURING CRUISE NR1 I.D.G. HAD AN OVERHEAT TEMPERATURE READING OF 189 DEGREES. I.D.G. DISCONNECTED AND AIRCRAFT RETURNED TO BASE. AS A PRECAUTIONARY MEASURE THE I.D.G. HEAT EXCHANGER AND GENERATOR CONTROL UNIT WERE REPLACED ALONG WITH THE I.D.G.									
3243		AIRBUS A310324	PWA PW4152			SEAL A254340052	LEAKING ALT BRAKE		9/26/97 CA971006008
(CAN) DURING TAXIING ALTERNATE BRAKE ON AND ALTERNATE OFF POSITIONS, NO BRAKE PRESSURE AND NO BRAKE PEDALS. PARKING BRAKE PRESSURE OKAY AND WITH NORMAL ON POSITION, NORMAL BRAKE. TROUBLE SHOOTING FOUND BRAKE LOW PRESSURE RESERVOIR 4300 INDICATOR IN RED BAND, ALSO BLEED PORT WET AT VALVE 3301. SEAL REPLACED ON BLEED PORT AND COMPLETE LOW PRESSURE BRAKE SYSTEM BLEEDING CARRIED OUT.									
2160		AIRBUS A320211			87292325V04	VALVE 0298	FAILED AIR INLET		10/7/97 CA971015020
(CAN) AFTER TAKEOFF AIRCRAFT RETURNED TO BASE DUE TO SKIN VALVE FAULT ANNUNCIATED AECV COMPUTER FOUND BURNTCOMPUTER REPLACED ALONG WITH AIR INLET SKIN VALVE									
2160		AIRBUS A320211			VFT210A1	VALVE 313	FAILED AIR INLET		10/7/97 CA971015021
(CAN) AFTER TAKEOFF AIRCRAFT RETURNED TO BASE DUE TO SKIN VALVE FAULT ANNUNCIATED AECV COMPUTER FOUND BURNT AND REPLACED ALONG WITH SKIN AIR INLET VALVE									
2565		AIRBUS A320211				OVERWING SLIDE D31865101	MISSING LEFT HAND		9/25/97 CA971016014
(CAN) LEFT HAND OVERWING SLIDE FOUND MISSING ON ARRIVAL. SLIGHT DAMAGE TO FLAP AND FILET FAIRING WAS NOTED. NEW OVERWING SLIDE ASSEMBLY INSTALLED AND SYSTEM REACTIVATED.									
2780		AIRBUS A320211				WING TIP BRAKE	CONTROL LOCK NR 2 SLAT SYS		8/30/97 CA971016006
(CAN) DURING APPROACH FLIGHT CONTROL LOCKED, WING TIP BRAKES ON. SLAT NR2 SYSTEM FAULT ON. WING TIP BRAKES RESET, SYSTEM CHECKED SERVICEABLE.									
2910		AIRBUS A320211			31077100	RAM L2090	SEPARATED ACTUATOR		10/14/97 CA971015023
(CAN) DURING CLIMB, LOSS OF YELLOW HYDRAULIC SYSTEM FLUID WAS NOTED AIRCRAFT RETURNED TO BASE. MAINTENANCE ACTION FOUND SERVO CONTROL ACTUATOR RAM SEPARATED FROM ACTUATOR BODY. ACTUATOR REPLACED									
3244		AIRBUS A320211				WHEEL ASSEMBLY 32200011	SEPARATION NR1 TIRE		8/30/97 CA970922025
*****	(CAN) ON ROTATION A LOUD BANG WAS HEARD ACCOMPANIED WITH SEVERE VIBRATION ON LEFT ENGINE. LANDING GEAR RETRACTED, LEFT ENGINE THROTTLED BACK TO IDLE AT 500 FEET, ALL PARAMETERS NORMAL. ENGINE KEPT AT IDLE AND AIRCRAFT RETURNED TO DEPARTURE POINT. MAINTENANCE DISCOVERED NR1 TIRE TREADS HAD SEPARATED AND WERE INGESTED INTO LEFT ENGINE AND DAMAGED SEVERAL BLADES. NR1 TIRE AND WHEEL ASSEMBLY REPLACED. FAN BLADE ASSEMBLY OF NR1 ENGINE REPLACED. ALSO BORESCOPE CHECK CARRIED OUT OF ENGINE COMPRESSOR ASSEMBLY FOLLOWED BY ENGINE VIBRATION CHECK, NOSE WHEEL STEERING CHECK HYDRAULIC POWER TRANSFER UNIT CHECK AND OVERWEIGHT LANDING CHECK. ALL CHECKED SERVICEABLE.								
4920		AMD FALCON900				AUX POWER UNIT 38001881	FAULTY APU CORE ENGINE		2/19/97 AU970213
(AUS) APU LEAKING OIL INTO EXHAUST SYSTEM AND AIRCONDITIONING DUCT -SUSPECT INTERNAL SEAL LEAK - THIS DEFECT WAS RECEIVED FROM NO34 SQUADRON RAAF AND IS FOR INFORMATION ONLY									
2750		BAC 146200A	LYC ALF502R5			FLAP SYSTEM	MALFUNCTIONED TE FLAP CONTROL		3/6/97 AU970208
(AUS) FLAPS WOULD NOT RETRACT - FLAPS WERE RESET AND THEN OPERATED NORMALLY - NO FAULT EVIDENT ON FLAP COMPUTER									

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3610		BAC 146200A	LYC ALF502R5			SEAL	LEAKING PNEU DISTRIB		3/29/97 AU970313
(AUS) ANTI-ICE AIR DUCT SEALS LOCATED AT REAR END OF SPINE LEAKING -NO4 ENGINE AIR VALVE CONNECTOR. SUSPECT MOISTURE INGRESS									
7230		BAC 146200A	LYC ALF502R5			BEARING	FAILED NR 3 ENG NR 2		3/10/97 AU970308
(AUS) NO3 ENGINE NO2 BEARING FAILED - METAL CONTAMINATION OF OIL SYSTEM									
7261		BAC 146200A	LYC ALF502R5			OIL SYSTEM	CONTAMINATED TURBINE ENG OIL		2/27/97 AU970181
(AUS) NO4 ENGINE OIL FILTER BYPASS BUTTON EXTENDED - FURTHER INVESTIGATION FOUND HEAVY CONTAMINATION OF THE CHIP DETECTOR AND OIL DISCOLOURATION									
3242		BAG BAE146200A	LYC ALF502R5		DUNLOP	BRAKE ASSEMBLY AHA1413	DELAMINATED MLG		10/6/97 CA971006009
(CAN) BRAKE INSPECTION REVEALED THAT THE HEAT PACK WAS DELAMINATED AND THE SPREADER PLATE WAS DISTORTED BEYOND LIMITS. HEAT PACK WAS P/N AHO-90004. THIS HEAT PACK P/N IDENTIFIES A REDUCED LIFE HEAT PACK.									
3260		BAG JETSTM3107		ROTOL R333482F12		SWITCH 622800200	FAILED LANDING GEAR POS		2/27/97 AU970196
(AUS) LH MAIN LANDING GEAR DOWN AND LOCKED MICROSWITCH INTERNAL SHORT CIRCUIT DUE TO CORROSION									
8530		BBAVIA 7ECA	LYC O235C1			CYLINDER OSK21232	FAILED INT VALVE SEAT	1	8/22/97 CA970923001
(CAN) FACTORY NEW CYLINDER INSTALLED ON ANNUAL INSPECTION. AIRCRAFT TEST FLOWN AND PARKED. NEXT MORNING ON START UP THE ENGINE RAN ROUGH. INVESTIGATION FOUND NR4 CYLINDER INTAKE VALVE SEAT DISLODGED. NR4 CYLINDER REPLACED.									
2562		BEECH 1900D	PWA PT6A67D		ARTEX ELT1104	BATTERY PACK 4520130	CORRODED ELT		9/19/97 CA970930018
(CAN) DURING ANNUAL TEST ON ELT, IT WAS NOTED THAT WATER HAD INFILTRATED THE BATTERY PACK AND THE BATTERY WAS CORRODED.									
3232		BEECH 1900D	PWA PT6A67D	HARTZL HCE4A3A		BOLT	MISSING LT MLG DOOR		4/2/97 AU970334
(AUS) LH MAIN LANDING GEAR OUTBOARD DOOR ACTUATING ARM ATTACHMENT BOLT MISSING - SUSPECT SPLIT PIN WAS NOT FITTED AT LAST MAINTENANCE - PERSONNEL/MAINTENANCE ERROR									
5311		BEECH 1900C	PWA PT6A65B			FRAME 1144200341	CRACKED FUSELAGE		3/5/97 AU970183
(AUS) MAIN CABIN DOOR FRAME SUPPORT STRUCTURE CRACKED AT FLOOR LEVEL -CRACK LENGTH 135MM (5.31IN) - FOUND USING ADHOC RADIOGRAPHIC INSPECTION									
7110		BEECH 1900D	PWA PT6A67D			LATCH	NOT SECURED RT ENG COWLING		3/4/97 AU970335
*****	(AUS) RH ENGINE UPPER FRONT COWL SEPARATED FROM THE LOWER COWL AT THE FRONT LH COWL HOOK - INVESTIGATION FOUND THAT THE COWL HAD BEEN INCORRECTLY LATCHED - PERSONNEL/MAINTENANCE ERROR								
7260		BEECH 1900C	PWA PT6A65B			BEARING 311211701	SPALLED ACCESSORY GEARB?	11494	5/4/97 CA970916002
(CAN) GRINDING NOISE FROM THE NR1 ENGINE ON SHUTDOWN. METAL WAS FOUND IN THE OIL FILTER. ENGINE WAS SENT FOR INVESTIGATION & REMOVAL OF THE ACCESSORY GEARBOX (AGB) FOUND THE COUPLING SHAFT SPRING LOCK (P/N 3113604-01) INSERT LEGS HAD FRACTURED AT THE BASE & THE NR1 BEARING WAS DISTRESSED/SPALLED. THE BEARING & SPRING LOCK INSERT WERE SENT TO MATERIAL LAB FOR METALLURGICAL EXAMINATION. THE SPRING LOCK INSERT FRACTURES REVEALED FEATURES CHARACTERISTIC OF HIGH CYCLE FATIGUE. REVIEW FOUND THE BEARING HAD ACCUMULATED 11,494 HOURS & THE UNIFORMLY SPALLED BAND ON THE ROLLING ELEMENTS INDICATED THE BALLS HAD RUN IN A FIXED AXIS OF ROTATION FOR SOME TIME. THE CAUSE OF THE BEARING SPALLING COULD NOT BE DETERMINED.									

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7210		BEECH 200BEECH	PWA PT6A41			PLANETARY GEAR 310152501	SEPARATED REDUCTION GEARBOX	2370	6/29/97 CA970916003
*****	(CAN) DURING FLIGHT A CHIP DETECTOR LIGHT CAME ON NR2 ENGINE. THE ENGINE WAS SHUTDOWN AND THE FLIGHT CONTINUED TO DESTINATION. POST FLIGHT INSPECTION FOUND METAL IN THE OIL FILTER. THE ENGINE WAS SENT FOR INVESTIGATION AND DISASSEMBLY OF THE REDUCTION GEARBOX ASCERTAINED THE MAIN DAMAGE AND PROBABLE SOURCE OF THE METAL PARTICLES ON THE CHIP DETECTOR WAS A PIECE OF METAL MISSING FROM THE END OF ONE TOOTH ON ONE OF THE 1ST STAGE PLANET GEARS. THIS WAS NO DISCOLORATION OF THE CARRIERS OR OTHER COMPONENTS INDICATING LACK OF LUBRICATION. CLOSER INSPECTION OF THE 1ST STAGE PLANET GEARS AND THE SUN GEARS REVEALED SIGNIFICANT SPALLING ON THE TEETH, WHICH LED TO FAILURE AND METAL CONTAMINATION.								
7250		BEECH 65A90	PWA PT6A20		PWA 3020259	BOLT MS956508	WRONG PART CT SHROUD ASSY	566	9/18/97 CA970922020
*****	(CAN) DURING INSPECTION BOLTS ON THE COMPRESSOR TURBINE SHROUD ASSEMBLY HOUSING WERE FOUND DEFORMED WITH MATERIAL LOSS. INVESTIGATION FOUND THE BOLTS USED IN THIS INSTALLATION WERE THE WRONG PART.								
8120		BEECH 65A90	PWA PT6A20		GODFREY	SUPERCHARGER 126106	OIL LEAK RETURN LINE	3	9/24/97 CA970930005
	(CAN) TIME EXPIRED SUPERCHARGER WAS REPLACED WITH AN OVERHAULED UNIT AND THERE WAS NO INDICATION OF OIL LEAKS ON THE ENGINE GROUND TEST RUN UP. AFTER 3.3 HOURS OF FLIGHT TIME, THE FLIGHT CREW FOUND OIL INDICATOR FLOAT LEVEL LOW ON THE NEXT PRE-FLIGHT INSPECTION. THE ENGINE GEARBOX AND SUPERCHARGER WERE REPLACED WITH OVERHAULED UNITS								
8520		BEECH 95B55	CONT IO470L			CAMSHAFT 649478	WORN CAMLOBE NR 5 EXH 817		9/26/97 CA971015058
	(CAN) THE NR2 ENGINE OIL PAN WAS REMOVED TO FACILITATE THE REPAIR OF AN OIL LEAK. INSPECTION OF THE NOW EXPOSED AREA FOUND THE NR5 CYLINDER EXHAUST VALVE CAM LOBE BADLY WORN. THE ENGINE WAS REPLACED AND THE AIRCRAFT RETURNED TO SERVICE.								
2410		BOEING 720023B	PWA JT3D1		SUNDSTRAN	CSD 700842A	FAILED QUILL SHAFT	7815	9/1/97 CA970916015
	(CAN) ON GROUND CHECK PRIOR TO TAKEOFF THE NR1 ENGINE GENERATOR CAME OFF LINE AND COULD NOT BE RESET, SO CONSTANT SPEED UNIT/GENERATOR ASSEMBLY WAS DISCONNECTED AND FLIGHT WAS CARRIED OUT AS PLANNED. ON DISASSEMBLY, OF THE CONSTANT SPEED DRIVE (CSD), THE OIL LEVEL WAS FOUND TO BE BELOW MINIMUM AND FURTHER INVESTIGATION FOUND THE CARBON SEAL WAS BROKEN AT THE GENERATOR END OF THE CSD. THE QUILL SHAFT WAS ALSO BROKEN AT THE ENGINE END OF THE CSD.								
3241		BOEING 727171C	PWA JT8D7A		CRANE 39043A	VALVE 39043A	LEAKING MLG ANTI-SKID		7/18/97 CA970904023
	(CAN) LH MAIN LANDING GEAR ANTI-SKID VALVE LEAKING. REPLACED.								
5320		BOEING 727171C	PWA JT8D7A			WEB	CORROSION BS312R WL169	43881	8/15/97 CA970904024
	(CAN) CORROSION ON WEB WL 169 BS 312RLAVATORY CHEMICAL LEAK. REPAIRED.								
5330		BOEING 727171C	PWA JT8D7A			SKIN	CORRODED LAV SERV PANEL	43881	8/15/97 CA970904025
	(CAN) SKIN FORWARD OF FORWARD LAVATORY SERVICE PANEL HAS BULGE AT THE FASTENERS. CORROSION ON THE LOWER SKIN OF THE LAP JOINT. SKIN								
5610		BOEING 727212	PWA JT8D17			WINDSHIELD 5893S43095	CRACKED COCKPIT		8/20/97 CA970909014
	(CAN) CAPTAINS WINDSHIELD CRACKED DURING CRUISE. REPLACED.								
7230		BOEING 727277	PWA JT8D15			COMPRESSOR	STALLED TURBINE ENGINE		3/14/97 AU970244
	(AUS) NO2 ENGINE COMPRESSOR STALL.								

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7261		BOEING 727227	PWA JT8D9A			OIL FILTER	FAULTY NR1 ENGINE		9/15/97 CA971006002
(CAN) DURING FLIGHT NR1 ENGINE OIL QUANTITY DECREASED FROM 2.0 GALLONS TO 1.0 GALLONS IN 30 MINUTES. FLIGHT WAS DIVERTED. POST FLIGHT INSPECTION FOUND OIL LEAKING FROM THE MAIN OIL FILTER HOUSING. FILTER AND NEW SEALS ADDED, SYSTEM CHECKED SERVICEABLE.									
7830		BOEING 727171C	PWA JT8D7A			SELECTOR VALVE 65378316	LEAKING THRUST REVERSER	3725	10/7/97 CA971015032
(CAN) DURING A "C" CHECK INSPECTION THE THRUST REVERSER SELECTOR VALVE OF NR1 ENGINE WAS FOUND TO HAVE A LEAKING SHAFT SEAL, THE SELECTOR WAS REMOVED AND A SERVICEABLE UNIT INSTALLED AND THE SYSTEM RETURNED TO SERVICE.									
2150		BOEING 737377				CONTROL VALVE 32194211	SEIZED CABIN COOLING SY		2/27/97 AU970187
(AUS) RH AIR CONDITIONING PACK, SINGLE PACK OPERATION MARGINAL - LH AIR CONDITIONING SYSTEM FAULTY DUE TO 35 DEGREE CONTROL VALVE PNO321942-1-1 BEING SEIZED IN CLOSED POSITION WITH SHAFT SHEARED AND LH TEMPERATURE CONTROL VALVE PNO 398116-1-1 HAVING LIMITED MOVEMENT									
2410		BOEING 7372T7	PWA JT8D17			CSD 699647AA	FAILED NR2 ENGINE	29433 29266	8/28/97 CA970922016
(CAN) CLIMBING THROUGH 8000 FEET, THE NR2 GENERATOR "HIGH OIL TEMPERATURE LIGHT" CAME ON. COMPLETED CHECK LIST AND SHUTDOWN CONSTANT SPEED DRIVE (CSD) AND STARTED APU. JUST LEVELING OFF AT 31,000 FEET WHEN APU "HIGH OIL TEMPERATURE" AND "LOW OIL PRESSURE" LIGHTS CAME ON AND THE APU SHUT DOWN. AIRCRAFT RETURNED TO BASE. NR2 ENGINE CSD WAS REPLACED.									
2424		BOEING 737377			WESTINGHO GCU	DIODE CR907	SHORTED AC REGULATOR	28822	3/8/97 AU970302
(AUS) GENERATOR CONTROL UNIT FAULTY - INVESTIGATION FOUND DIODE CR907 SHORT CIRCUITED ALLOWING TRANSFORMER T901 TO OVERHEAT									
2720		BOEING 737275C	PWA JT8D9A		BOEING 65C370523	PCU 65448615	BROKEN RUDDER		9/27/97 CA971003002
(CAN) ON TAXI OUT, 'A' SYSTEM HYDRAULIC PRESSURE AND QUANTITY DROPPED TO "0". RUDDER POWER CONTROL UNIT (PCU) REPLACED. THE METAL COVER ASSEMBLY BROKEN AND PLUGS P/N 69-54775-1 EXPOSED PERMITTING FLUID LOSS. REPLACED.									
2721		BOEING 73733A				SWITCH 441	STICKING RUDDER TAB CONT		3/12/97 AU970250
(AUS) RUDDER TRIM SWITCH STICKING DUE TO GROOVES ON CAMSHAFT									
2750		BOEING 737242C	PWA JT8D9A			TRANSMISSION 65503075	FAILED NR 7 FLAP	21914	8/14/97 CA970902019
(CAN) NR7 FLAP WOULD NOT FULLY RETRACT, HELD UP AT 10 DEGREES, BINDING INTERNALLY. TRANSMISSION REPLACED.									
2750		BOEING 737275	PWA JT8D9A		BOEING 106079113	INDICATOR 106079113	INOPERATIVE TE FLAPS		9/2/97 CA970922015
(CAN) AFTER TAKEOFF UNABLE TO RETRACT FLAPS OR OTHER LEADING EDGE DEVICES. UNABLE TO EXTEND BY NORMAL MEANS. USED ALTERNATE FLAP EXTENSION, AIRCRAFT RETURNED. REPLACED TRAILING EDGE FLAP POSITION INDICATOR.									
2750		BOEING 737476				PUSHROD 693923617	DAMAGED TE FLAP CONTROL		2/27/97 AU970223
(AUS) LH OUTBOARD TRAILING EDGE FLAP AFT FLAP INBOARD PUSHROD BENT									
2750		BOEING 737476			693923618	PUSHROD 693923617	DAMAGED TE FLAP CONTROL		2/27/97 AU970224
(AUS) RH OUTBOARD TRAILING EDGE FLAP AFT FLAP INBOARD AND OUTBOARD DRIVE RODS PNO 69-39236-17 AND PNO 69-39236-18 BENT									

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2822		BOEING 737296	PWA JT8D9A		2580005	PUMP 207325	WORN IMPELLERS		10/22/97 CA971113018
(CAN) 5 PUMPS REPLACED IN LH AND RH CENTRE FUEL TANK DUE TO IMPELLER WEAR AT TIPS CAUSES LOW FLOW AND FUEL PRESSURE WARNING LIGHTS.									
2910		BOEING 737217	PWA JT8D17		BOEING 65448512	VALVE 65448512	LEAKING MLG ISOLATION	43819 43819	8/20/97 CA970904014
(CAN) ON TAXI A HYDRAULIC SYSTEM PRESSURE AND QUANTITY DROPPED. INTERCONNECT OPENED AND 'B' SYSTEM QUANTITY DROPPED. MAIN LANDING GEAR ISOLATION VALVE REPLACED.									
2910		BOEING 737242C	PWA JT8D9A		BOEING BACH6PO360CC	LINE BACH6PO360CC	LEAKING B HYD SYS		8/11/97 CA970815004
(CAN) ON TAXI 'B' HYDRAULIC SYSTEM LOW PRESSURE LIGHT ON AND FLUID QUANTITY DROPPED TO 1.5 GALLONS. 'B' PUMPS TURNED OFF. EXTERNAL OBSERVER REPORTED MASSIVE LEAK. NR1 BRAKE LINE LEAKING. REPLACED.									
3230		BOEING 737275	PWA JT8D17A			MODULE 65446916	FAILED NLG		9/14/97 CA970922004
(CAN) AFTER TAKEOFF NOSE LANDING GEAR WOULD NOT LOCK UP. RED LIGHT ON, RECYCLED TWICE STILL NO LOCK UP. HELD UP BY HYDRAULIC PRESSURE, AIRCRAFT RETURNED. NOSE LANDING GEAR HYDRAULIC MODULE REPLACED. NOSE LANDING GEAR UPLOCK ACTUATOR REPLACED, GEAR LUBRICATED.									
3231		BOEING 7372T5	PWA JT8D17		BOEING 1060779179	ROD END BEARING 1060779179	BROKEN MLG		8/18/97 CA970904013
(CAN) ROD END BEARING SHEARED AT NECK. DETACHED FROM MAIN LANDING GEAR PANEL. REPLACED.									
3340		BOEING 7372T7	PWA JT8D17		GRIMES 30083721	STROBE 30083721	BURNT ANTI COLL LIGHT		8/13/97 CA970904011
(CAN) AIRCRAFT DIVERTED DUE TO SMOKE IN CABIN. UPPER ANTI COLLISION BEACON BURNT OUT. CIRCUIT BREAKER PULLED AND COLLARED. TERMINAL STRIP CHECKED FOR ARCING.									
4920		BOEING 737377			GARRTT GTC85129K	TURBINE	DAMAGED APU CORE ENGINE		2/28/97 AU970186
(AUS) APU TURBINE BUCKLED AND WHEEL PROTRUDED THROUGH ENGINE CASING - DAMAGE TO GEARBOX AREA - RH ENGINE MOUNT SHATTERED									
5610		BOEING 737476				PIN 66193551	INCORRECT FIT NR 2 SLIDER RT		1/30/97 AU970304
(AUS) NO2 RH SLIDING WINDOW FAILED TO OPEN USING EXTERNAL RELEASE HANDLE - PIN WAS FOUND TO BE TOO SHORT									
7530		BOEING 737275	PWA JT8D9A			VALVE	FAILED BLEED CONTROL		10/5/97 CA971015015
*****	(CAN) TAKEOFF WAS ABORTED AT 100 KNOTS DUE TO BOOM HEARD AND A PARAMETER SHIFT WITH A YAW OF THE AIRCRAFT. VISUAL AND BORESCOPE INSPECTION CARRIED OUT. PRBC (PRESSURE RELIEF BLEED CONTROL) VALVE REPLACED. HIGH ENERGY STOP INSPECTION CARRIED OUT AND AIRCRAFT RETURNED TO SERVICE.								
7711		BOEING 737275	PWA JT8D9A			TRANSMITTER LG80A6	FAILED NR1 ENG EPR		9/6/97 CA970918001
(CAN) CREW REPORTED EPR GAUGE UNRELIABLE DURING CLIMB. EPR TANSMITTER REPLACED AND TESTED IN ACCORDANCE WITH 77-11-0. ON TAKEOFF ROLL EPR GAUGE AGAIN FAILED. ANOTHER EPR TRANSMITTER WAS INSTALLED, TESTED SERVICEABLE AND THE AIRCRAFT RETURNED TO SERVICE.									
7933		BOEING 737275	PWA JT8D9A			PLUG BACC638D12SC3S	BROKEN OIL TEMP GAUGE		8/30/97 CA970922014
(CAN) NR1 ENGINE OIL TEMPERATURE GAUGE NEEDLE BOUNCES IN FLIGHT. NR1 ENGINE SHUTDOWN 20 MINUTES PRIOR TO LANDING. INSPECTION FOUND OIL TEMPERATURE BULB CONNECTOR SOCKET "A" WIRE BROKEN AND "B" LOCK BROKEN AND PUSHED BACK. HARNESS RESECURED AND CONNECTOR SOCKETS REPLACED.									

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2410		BOEING 747312	PWA JT9D7R4G2		729490	CSD 729490	FAILED NR 1 ENG	12469	1/21/97 AU970132
(AUS) NO1 ENGINE CONSTANT SPEED DRIVE (CSD) FAULTY - CSD FAILED TO DISCONNECT - EVIDENCE OF OVERHEATING - STRIP REPORT INDICATES OUTPUT SPUR GEAR ACCESSORY GEAR FAILURE									
2560		BOEING 747SP38				FITTING 65B096339	BROKEN EMERG EQUIP		2/16/97 AU970324
(AUS) MAIN ENTRANCE DOOR L4 GIRT BAR AFT SLIDE FITTING BROKEN									
2565		BOEING 747338				CLEVIS 69B520752	CRACKED ESCAPE SLIDE		1/11/97 AU970204
(AUS) NO3 MAIN DOOR OFF WING ESCAPE SLIDE DITCHING CLUTCH CLEVIS CRACKED - FOUND DURING INSPECTION IAW BJC C4/52/013									
2565		BOEING 747SP38				SLIDE PN7A124836	FAILED RT UPPER DECK		3/11/97 AU970329
(AUS) RH UPPER DECK ESCAPE SLIDE FAILED TO FULLY DEPLOY DURING TEST DUE TO THE FAILURE OF THE FUSEABLE LINKS/BOLTS TO RELEASE THE INFLATED SLIDE									
2752		BOEING 747438				MOTOR 2473T1001	FAULTY TE FLAP ACTUATOR		3/6/97 AU970326
(AUS) ALTERNATE TRAILING EDGE FLAP DRIVE MOTOR FAULTY									
3244		BOEING 747238B				TIRE	SEPARATED MLG NR 4 FWD		1/16/97 AU970200
(AUS) NO4F BODY LANDING GEAR TYRE TREAD SEPARATED - THE TYRE WAS STILL INFLATED									
3244		BOEING 747438				TIRE	SEPARATED LT BODY GEAR		2/3/97 AU970206
(AUS) NO6 LH BODY GEAR TYRE TREAD SEPARATED - DAMAGE TO LH BODY GEARDOR AND STRUT ROD									
3244		BOEING 747438				TIRE	SEPARATED MLG NR 4 RTY		1/28/97 AU970201
(AUS) NO4 RT TYRE TREAD SEPARATED - DAMAGE TO WING TO BODY PANELS (3OFF)									
3411		BOEING 747238B				COVER HTC7476PP	DAMAGED PITOT/STATIC SYS		2/5/97 AU970203
(AUS) LH PITOT PROBE BLOCKED BY A PIECE OF PITOT PROBE COVER MATERIAL									
5754		BOEING 747SP38				FAIRING	FAILED LEADING EDGE DEV		3/5/97 AU970325
(AUS) NO7 LEADING EDGE FLAP BULLNOSE FAIRING OPERATING RODS AND HINGES BROKEN AWAY - FLAP HANGING BY BONDING STRAPS									
2560		BOEING 767338				LATCH	SEIZED ESCAPE SLIDE		3/15/97 AU970330
(AUS) LH OFF-WING ESCAPE SLIDE DOOR LATCHES SEIZED DUE TO LACK OF LUBRICATION AND CORROSION (RUST) ON THE CAM LATCHES									
8530		CESSNA 150L	CONT O200A	MCAULY 1A102OCM		CYLINDER 641917	CRACKED CYLINDER BARREL 1009		10/1/97 CA971007010
(CAN) AFTER NOTICING AN OIL STREAK COMING FROM BETWEEN THE HEAD AND THE BARREL, THE CYLINDER WAS REMOVED AND A CRACK WAS FOUND ONE INCH FROM THE TOP OF THE CYLINDER.									

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2410		CESSNA U206F	CONT IO520F	MCAULY D3A34C401	ELECTROSY	ALTERNATOR DOFF10300JR	LOOSE NUT PULLEY	12	9/30/97 CA971014001
(CAN) REBUILT ELECTROSYSTEMS ALTERNATOR INSTALLED DUE TO A PREVIOUS ALTERNATOR PROBLEM. APPROXIMATELY 11 FLIGHT HOURS AFTER INSTALLATION THE PULLEY WORKED OFF THE ALTERNATOR SHAFT BREAKING THE BELT. THE PULLEY WAS ASSEMBLED ON THE ALTERNATOR AS AN OVERHAULED UNIT. THE PULLEY RETAINING NUT WAS LIKELY NOT TORQUED PROPERLY AT THE FACTORY.									
8520		CESSNA 414A	CONT TSIO520NB	MCAULY 3AF32C93		CAMSHAFT 653058	SPALLED ENGINE	197	10/3/97 CA971015060
(CAN) OIL FILTER INSPECTION FOUND METAL CONTAMINATION. ENGINE WAS SENT FOR INVESTIGATION AND REPAIR. DISASSEMBLY FOUND WEAR/SPALLING ON THE CAMSHAFT LOBES AND THE CAM FOLLOWERS FACE. THE CAMSHAFT AND FOLLOWERS WERE REPLACED. THE ENGINE WAS CLEANED, REASSEMBLED AND RETURNED TO SERVICE.									
2820		CNDAIR CL2151A10				BOWL AAB4418D2A	CORRODED FUEL FILTER	1438	10/2/97 CA971015064
(CAN) DURING INSPECTION OF THE FUEL FILTER, AND FUEL FEED LINE IN THE LEADING EDGE OF THE PORT WING, WS 76.60, DEEP CORROSION WAS FOUND IN THE LOWER PART OF THE FILTER BOWL. ACCORDING TO THE SUBMITTER THIS PROBLEM IS DUE TO THE POOR LOCATION OF THE DRAIN, SITUATED IN THE CENTRE OF THE BOWL. WITH THE SLOPE OF ABOUT 45 DEGREES, NOT ALL OF THE WATER IS DRAINED. POST MOD SB215-212.									
2844		CVAC 340CVAC	ALLSN 501D13			SWITCH 41D13	FAILED LT FUEL BOOST		9/8/97 CA970916012
(CAN) DURING CLIMB, LEFT ENGINE LOW PRESSURE ENGINE FUEL BOOST WARNING LIGHT CAME ON. AIRCRAFT RETURNED TO BASE. MAINTENANCE TROUBLE SHOOTING REVEALED THE FUEL PRESSURE SWITCH HAD FAILED. THE FAILED SWITCH WAS REPLACED.									
7322		DHAV DHC2MK1	PWA R985AN14B		STROMBER	CARBURETOR NAR9B	FAILED FLOATNEEDLE SEAT		9/13/97 CA970926001
(CAN) ENGINE EXPERIENCED LOSS OF POWER AND SURGING IN FLIGHT. TROUBLESHOOTING REVEALED CARBURETOR PROBLEMS, OVERHAULED CARBURETOR INSTALLED AND ENGINE OPERATION RETURNED TO NORMAL. FAULTY CARBURETOR DISASSEMBLED AND FLOAT AND NEEDLE ASSEMBLY WAS FOUND JAMMED AND NEEDLE SEAT WAS FOUND UNSCREWED AND NEARLY UNSEATED FROM SEAT BOSS IN BOWL CASTING. THE NEEDLE SEAT LOCKING DEVICE DID NOT PREVENT THE SEAT FROM BACKING OUT EVEN THOUGH IT WAS SECURE IN THE BOWL. THE TEETH OF THE DEVICE APPEARED WORN									
7414		DHAV DHC2MK1	PWA R985AN14B			SPRING BOSS	CORRODED SPRING AND CAP		9/6/97 CA970916006
(CAN) INTERMITTENT HOT OR LIVE MAGNETO CAUSED FROM CORROSION BETWEEN BERYLLIUM COIL SPRING AND BRASS KNURLED CAP. CLEANED WITH NITRIC ACID AND RESET RIVET.									
2820		DHAV DHC3	PWA R1340AN2			END FITTING	FAILED FUEL SYS		8/27/97 CA970922028
(CAN) DURING CRUISE THE PILOT COMPLAINED OF THE SMELL OF FUEL. FUEL FOUND LEAKING FROM BEHIND THE COWL WITH ELECTRIC FUEL PUMP ON.									
3250		DHAV DHC6300	PWA PT6A27		HEROUX	STUD 7110031	SHEARED NLG STEERING	215	6/27/97 CA970922018
(CAN) AFTER LANDING PILOT NOTICED A LOSS OF STEERING CONTROL WITH TILLER. INVESTIGATION DETERMINED THAT THE STEERING STUD HAD SHEARED WHERE ROLL PIN SECURES IT TO STEERING COLLAR. FURTHER INVESTIGATION DETERMINED THAT THE STUD ASSEMBLY SHEARED WHERE THE THREAD FINISHES AT THE LOWER END DUE TO EXCESS CLEARANCE IN THE SLEEVE BORE WHICH SUBJECTED THE STUD TO AN ALTERNATING SHEAR LOAD.									
5413		DHAV DHC7102	PWA PT6A50			LONGERON 75421128101	CORRODED STA.XN50-XN79	28775	9/30/97 CA971117002
(CAN) HEAVY CORROSION FOUND ON UPPER AND LOWER SURFACES OF THE UPPER LONGERONS. SEVERE CORROSION FOUND ON LONGERONS FROM STA. XN50 TO XN79.0. THIS CORROSION WAS NOT EVIDENT UNTIL THE COWL SEALS AND LATCH PLATES WERE REMOVED. FURTHER SEVERE COROSION WAS FOUND UNDER TITANIUM DOUBLERS FROM XN79 TO XN96. UPON REMOVAL OF THE NACELLE UPPER LONGERON IT WAS NOTED THAT NORMAL PROCEDURES REQUIRED BY EQUALIZED INSPECTION CARD R61 WOULD NOT DETECT THIS CORROSION.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5413		DHAV DHC7102	PWA PT6A50			LONGERON 75421151103	CORRODED STA.XN50-XN79	28775	9/30/97 CA971010001
(CAN) HEAVY CORROSION FOUND ON UPPER AND LOWER SURFACES OF THE UPPER LONGERONS. SEVERE CORROSION FOUND ON LONGERONS FROM STA.XN50 TO XN79.0. THIS CORROSION WAS NOT EVIDENT UNTIL THE COWL SEALS AND LATCH PLATES WERE REMOVED. FURTHER SEVERE CORROSION WAS FOUND UNDER TITANIUM DOUBLERS FROM XN79 TO XN96. UPON REMOVAL OF THE NACELLE UPPER LONGERON IT WAS NOTED THAT NORMAL PROCEDURES REQUIRED BY EQUALIZED INSPECTION CARD R61 WOULD NOT DETECT THIS CORROSION.									
5413		DHAV DHC7102	PWA PT6A50			LONGERON 75421128102	CORRODED STA.XN50-XN79	28775	9/30/97 CA971117003
(CAN) HEAVY CORROSION FOUND ON UPPER AND LOWER SURFACES OF THE UPPER LONGERONS. SEVERE CORROSION FOUND ON LONGERONS FROM STA. XN50 TO XN79.0. THIS CORROSION WAS NOT EVIDENT UNTIL THE COWL SEALS AND LATCH PLATES WERE REMOVED. FURTHER SEVERE CORROSION WAS FOUND UNDER TITANIUM DOUBLERS FROM XN79 TO XN96. UPON REMOVAL OF THE NACELLE UPPER LONGERON IT WAS NOTED THAT NORMAL PROCEDURES REQUIRED BY EQUALIZED INSPECTION CARD R61 WOULD NOT DETECT THIS CORROSION.									
5413		DHAV DHC7102	PWA PT6A50			LONGERON 75421131104	CORRODED STA.XN50-XN79	28775	9/30/97 CA971117001
(CAN) HEAVY CORROSION FOUND ON UPPER AND LOWER SURFACES OF THE UPPER LONGERONS. SEVERE CORROSION FOUND ON LONGERONS FROM STA.XN50 TO XN79.0. THIS CORROSION WAS NOT EVIDENT UNTIL THE COWL SEALS AND LATCH PLATES WERE REMOVED. FURTHER SEVERE CORROSION WAS FOUND UNDER TITANIUM DOUBLERS FROM XN79 TO XN96. UPON REMOVAL OF THE NACELLE UPPER LONGERON IT WAS NOTED THAT NORMAL PROCEDURES REQUIRED BY EQUALIZED INSPECTION CARD R61 WOULD NOT DETECT THIS CORROSION.									
2120		DHAV DHC8201				DUCT	SEPARATED AIR DISTRIBUTION		1/30/97 AU970199
(AUS) PRESSURISATION SYSTEM RECIRCULATION FAN TO CABIN PRESSURE DOME BULKHEAD PIPE ASSEMBLY AIR DUCT LINE SEPARATED									
2731		DHAV DHC8301	PWA PW123			CABLE 82700550	BROKEN ELEV TRIM	4150	8/8/97 CA970923007
(CAN) ON APPROACH THE FLIGHT CREW DISCOVERED THAT THE AIRCRAFT WOULD NOT RESPOND TO COCKPIT ELEVATOR TRIM WHEEL INPUTS. LANDING OK. INSPECTION FOUND THAT THE CHAIN/CABLE ASSEMBLY LOCATED IN THE HORIZONTAL STABILIZER HAD BROKEN.									
2910		DHAV DHC8102	PWA PW120A			HOSE DSC252A40230	LEAKING BRAKE SYS HYD		9/23/97 CA971007006
(CAN) AIRCRAFT LOST HYDRAULIC FLUID WHILE TAXIING FROM NR1 SYSTEM. WHILE APPROACHING THE GATE AND USING HAND EMERGENCY BRAKE, THE NR2 SYSTEM STARTED TO DEplete. NO 3 FLEX BRAKE LINE FOUND LEAKING.									
2910		DHAV DHC8102	PWA PW120A			TUBE 82970010217	CHAFED DUMP SOLENOID	16530	9/11/97 CA970922019
(CAN) PILOT NOTICED NR2 HYDRAULIC LEVEL STARTING TO DROP. NR2 LANDING GEAR DOORS FOUND ALL WET. LINE BETWEEN DUMP SOLENOID VALVES HAD A SMALL CHAFE ON THE EXTERIOR WHICH CAUSED THE LEAK.									
2910		DHAV DHC8311	PWA PW123			LINE 82970010543	LEAKING HAND PUMP		10/9/97 CA971015012
(CAN) HYDRAULIC PRESSURE LINE FOUND LEAKING. LINE IS THE HAND PUMP PRESSURE ASSEMBLY LINE.									
3230		DHAV DHC8102	PWA PW120A			SAFETY PIN 83200508003	MISSING RT MLG CABLE	19918	9/8/97 CA970916013
(CAN) WHILE DOING AN ALTERNATE RELEASE CABLE CHECK, THE RIGHT MAIN LANDING GEAR ALTERNATE RELEASE CABLE CAME DISCONNECTED AT FORWARD END OF TURNBUCKLE. ONE OF THE TURNBUCKLE ASSEMBLY 'SAFETY PINS' WAS MISSING AND THE SECOND ONE WAS NOT STOPPING THE TURNBUCKLE FROM MOVING. WHEN THE ALTERNATE RELEASE SYSTEM WAS CHECKED THE TERMINAL END PULLED OUT OF THE TURNBUCKLE. ONLY 3 THREADS HAD BEEN IN THE TURNBUCKLE.									

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3231		DHAV DHC8102	PWA PW120A		83231010001	ROD ASSEMBLY 83231014003	SHEARED CENTRE OF ROD	19919	9/9/97 CA970918007
(CAN) AFTER LANDING FOUND THE LEFT AFT OUTBOARD AND CENTRE MAIN LANDING GEAR DOORS OPEN. FOUND THE ROD ASSEMBLY AND SPRING ASSEMBLY BROKEN IN HALF. SUSPECT THAT THE SPRING WAS BROKEN UNDER TENSION CAUSING BELLCRANK ASSEMBLY TO SPLIT ROD ASSEMBLY IN HALF.									
3240		DHAV DHC8102	PWA PW120A			HOSE DSC252A40230	FAILED LT MLG BRAKE		3/24/97 AU970301
(AUS) LH MAIN LANDING GEAR BRAKE HOSE FAILED AT LOWER FITTING - LOSS OF HYDRAULIC FLUID									
3240		DHAV DHC8102	PWA PW120A			BRAKE LINE DSC252A40230	WORN NR 3 BRAKE	20134	10/5/97 CA971016003
(CAN) NR3 BRAKE LINE LEAKING FLUID AFTER PARK BRAKE SET. BRAKE LINE WORN INTERNALLY AT END OF FITTING. OUTER SURFACE SHOWED NO DAMAGE									
3246		DHAV DHC8102	PWA PW120A		BFGOODRIC 31448	WHEEL 300654	CRACKED WHEEL/SKI/FLOAT		3/11/97 AU970245
(AUS) NOSE WHEEL CRACKED IN AREA OF BEAD SEAT - CRACK LENGTH 4MM(0.157IN) - FOUND USING EDDY CURRENT INSPECTION AND CONFIRMED USING FLUORESCENT DYE PENETRANT									
3260		DHAV DHC8102	PWA PW120A			RELAY SOCKET	LOOSE RELAY 3261-K11		9/11/97 CA970922003
(CAN) AFTER TAKEOFF WHEN GEAR SELECTED UP, GEAR INOPERATIVE LIGHT ON. AIRCRAFT RETURNED. NO GEAR FAULTS FOUND. RELAYS SWAPPED. LATER SAME DAY CLIMBING THROUGH 12,000 FEET GEAR INOPERATIVE LIGHT ON AGAIN. GEAR LOWERED MANUALLY. SOCKET FOR RELAY 3261-K11 FOUND LOOSE ON BASE									
5280		DHAV DHC8102	PWA PW120A		83231010001	SPRING ASSEMBLY 83231020003	SPLIT MLG DOOR	19919	9/9/97 CA970916014
(CAN) AFTER LANDING, FOUND THE LEFT AFT OUTBOARD AND CENTRE MAIN LANDING GEAR DOORS OPEN. FOUND ROD ASSEMBLY AND SPRING ASSEMBLY BROKEN IN HALF. SUSPECT SPRING HAD BROKEN UNDER TENSION CAUSING BELLCRANK ASSEMBLY TO SPLIT ROD ASSEMBLY IN HALF.									
7312		DHAV DHC8102	PWA PW120A		STWARNER 10839F	PLUG MS90204	MISSING FUEL HEATER		10/3/97 CA971015061
(CAN) WHILE TAXIING TO MAINTENANCE AFTER A FUEL HEATER REPLACEMENT THE NR1 ENGINE CAUGHT FIRE. THE FIRE BOTTLES WERE DISCHARGED AND THE ENGINE SHUTDOWN. A PLUG WAS MISSING FROM THE NEWLY INSTALLED FUEL HEATER. INVESTIGATION BEING CARRIED OUT BY MANUFACTURER AND OPERATOR. TSB HAS BEEN ADVISED.									
7810		DHAV DHC8101	PWA PW120A			CLAMP	MIS INSTALLED ENG TO EXHAUST		9/26/97 CA971015003
(CAN) NR1 ENGINE FIRE WARNING SOUNDED DURING TAXI. THE ENGINE WAS SHUTDOWN AND THE AIRCRAFT RETURNED TO BLOCKS. INSPECTION FOUND IMPROPERLY INSTALLED EXHAUST TO ENGINE CLAMP, ALLOWING HOT GASES TO ENTER THE REAR ENGINE COMPARTMENT.									
2530		DOUG DC932	PWA JT8D7A			RECEPTACLE CA167072	FAILED GALLEY OVEN		8/29/97 CA970922022
(CAN) DURING DEPARTURE, BURNING SMELL DETECTED IN GALLEY. THE SOURCE WAS THE GALLEY OVEN AT POSITION 16. MAINTENANCE ACTION INVOLVED CHANGING RECEPTACLE AS PER 25-32-00.									
2780		DOUG DC932	PWA JT8D7A			VALVE 59268805505	FAILED SLAT CONTROL		9/9/97 CA971016007
(CAN) DURING APPROACH, CREW UNABLE TO DEPLOY LEADING EDGE SLATS. CYCLED SEVERAL TIMES. SLATS EXTENDED AT 25 DEGREES FLAP. MAINTENANCE ACTION INVOLVED REPLACING SLAT CONTROL VALVE. LEAK CHECK AND OPERATIONAL CHECK CARRIED OUT.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3310		DOUG DC932	PWA JT8D7A			EXT LIGHT WIRING	SHORTED GLARE SHIELD		9/5/97 CA971016010
(CAN) AFTER SELECTING EXTERIOR LIGHTS FOR TAKEOFF, ELECTRICAL SPARKING OCCURRED UNDER GLARE SHIELD. MAINTENANCE ACTION FOUND ELECTRICAL WIRE L329A20 SHORTED NEAR S1-9. WIRE REPAIRED. NOSE GEAR LIGHTS RH AND LH CHECKED SERVICEABLE.									
3421		DOUG DC932	PWA JT8D7A			VERTICAL GYRO 258733513	INOPERATIVE CAPT ATTITUDE		9/23/97 CA971016008
(CAN) ON TAKEOFF, CAPTAIN'S ATTITUDE INDICATOR GYRO AND COMPUTER FLAG CAME UP. DURING ABORT, FLAG WENT AWAY. DURING TAXIING FLAGS DISPLAY WAS INTERMITTENT. THE VERTICAL GYRO WAS REPLACED AND OPERATIONAL CHECK CARRIED OUT SERVICEABLE.									
3520		DOUG DC932	PWA JT8D7A			OXYGEN REGULATOR 90000200711	FAILED CABIN		9/5/97 CA971016009
(CAN) DURING NON PRESSURIZED FLIGHT WHILE AT 10,000 FEET THE PASSENGER CABIN OXYGEN MASKS DEPLOYED. MAINTENANCE ACTION FOUND OXYGEN REGULATOR HAD FAILED. OXYGEN REGULATOR REPLACED AND LEAK CHECK CARRIED OUT. TEST CHECKED SERVICEABLE AND OXYGEN MASKS RESTOWED.									
2915		EMB EMB120	PWA PW118A			VALVE D559A6D37	FAULTY HYDRAULIC PRESSU		3/22/97 AU970318
(AUS) LH HYDRAULIC RESERVOIR AIR PRESSURE RELIEF FAULTY - SEAL DETERIORATED									
7250		EMB EMB120	PWA PW118A			BLADE	SEPARATED TURBINE SECTION		3/2/97 AU970209
(AUS) RH ENGINE FIRST STAGE POWER TURBINE BLADE SEPARATED - SECOND STAGE POWER TURBINE DAMAGED - METAL CONTAMINATION OF OIL SYSTEM - FAILURE WAS DUE TO LOW CYCLE FATIGUE COMBINED WITH CORROSION IN THE LIGHTENING CAVITY									
2460		FOKKER F27MK50				RELAY M6009336	FAULTY DC POWER DISTRIB		3/13/97 AU970305
(AUS) DC EMERGENCY BUS 1 SELECT CONTACTOR SUSPECT FAULTY									
2913		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652	SWRNGN 2781009015	VALVE 1084	BINDING HYDRAULIC PUMP	842	3/23/97 AU970269
(AUS) POWER PACK INTEGRAL BY-PASS VALVE ASSEMBLY STIFF TO OPERATE DUE TO BINDING O-RING SEAL									
3230		FRCHLD SA227CC	GARRTT TPE33111U	MCAULY 4HFR34C652		PIN 2781025003	INCORRECT FIT LANDING GEAR RET		3/12/97 AU970225
(AUS) LANDING GEAR EMERGENCY GEAR EXTENSION SHUTOFF VALVE HANDLE LOCK PIN INCORRECTLY FITTED - EMERGENCY GEAR EXTENSION HANDLE WAS PUSHED FORWARD TOWARDS THE EMERGENCY POSITION PREVENTING CORRECT OPERATION OF THE LANDING GEAR RETRACTION SYSTEM - PERSONNEL ERROR									
7261		FRCHLD SA227DC	GARRTT TPE33112UA	MCAULY 4HFR34C652	31035781	PIPE 31080801	LEAKING TURB ENGINE OIL		3/18/97 AU970276
(AUS) LH ENGINE PIPES PNO 3103578-1 (TURBINE BEARING OIL SUPPLY LINE) AND PNO 3108080-1 (NTS ORIFICE LINE) CHAFING TOGETHER - OIL LEAKING - SUSPECT INCORRECT FITTING AT ASSEMBLY 296 HOURS PREVIOUSLY									
2710		ISRAEL 1124				CONTROL ROD 5135121	CORRODED AILERON CONTROL		3/5/97 AU970212
(AUS) LH AND RH AILERON CONTROL ROD CONTAINED MEDIUM TO HEAVY CORROSION - FOUND DURING X-RAY INSPECTION									
8520		PIPER PA60600	LYC IO540K1J5			CRANKCASE	CRACKED RIGHT HALF	1269	9/25/97 CA971015056
(CAN) DURING NIGHT FLIGHT THE PILOT OBSERVED AN INCREASE IN E.G.T. ON THE NR1 ENGINE, SPARKS WERE SEEN COMING INTERMITTENTLY FROM THE EXHAUST. AIRCRAFT RETURNED TO BASE. THE FUSELAGE AND STABILIZER WERE COVERED WITH OIL. FURTHER INSPECTION FOUND THE ENGINE CRANKCASE CRACKED. THE ENGINE WAS REPLACED.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326

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8520		PIPER PA31350	LYC TIO540J2BD		LYC	STUDS 3813	FRACTURED CYLINDER BASE	1657	9/27/97 CA971007015
(CAN) ENGINE OIL LEAK NOTICED DURING FLIGHT AND PRECAUTIONARY LANDING CARRIED OUT AT NEAREST AIRPORT. POST FLIGHT INSPECTION FOUND FIVE CYLINDER HOLDDOWN STUDS FRACTURED. ALL ENGINE PARAMETERS WERE NORMAL.									
7414		PIPER PA44180	LYC O360E1A6			DISTRIBUTOR ASSY 10682054	CRACKED MAG DIST GEAR	650	9/25/97 CA971007007
(CAN) PILOT RETURNED TO RAMP AFTER BEING UNABLE TO CLEAR WHAT APPEARED TO BE A FOULED SPARK PLUG. PLUGS AND IGNITION WIRES CHECKED SERVICEABLE. THE MAGNETO WAS REMOVED AND USING A CABLE LEAD TESTER FOUND THE NR1 TOWER TO BE SHORTING TO GROUND. THE DISTRIBUTOR BLOCK AND BEARING ASSEMBLY WERE REMOVED AND A CRACK WAS FOUND UNDER THE DISTRIBUTOR GEAR. THE CRACK WAS FROM THE NR2 ELECTRODE TO THE CENTRE AREA HOLDING THE BEARING. THE DISTRIBUTOR BLOCK ASSEMBLY WAS REPLACED AND THE MAGNETO WAS REINSTALLED ON THE ENGINE AND TESTED SERVICEABLE.									
7414		RKWELL 700	LYC TIO540R2AD			MAGNETO 1038291013	WORN MAGNETO DRIVE	1820	9/23/97 CA971014004
(CAN) ENGINE BEGAN TO RUN ROUGH IN FLIGHT. ENGINE WAS SECURED. POST FLIGHT INSPECTION FOUND THE CIRCLIP RETAINER ON THE MAGNETO DRIVE SHAFT WAS NOT IN THE LOCKED POSITION, THIS ALLOWED THE SHAFT TO MOVE (AXIALLY) IN AND OUT. THIS CAUSED INTERNAL COMPONENTS TO CHAFE CAUSING DEBRIS TO CONTAMINATE INSIDE OF THE MAGNETO.									
2611		SAAB 340B	GE CT79B	ROTOL R3754123F21		SMOKE DETECTOR 72111211000	MALFUNCTION SMOKE DETECTION		2/23/97 AU970137
(AUS) CARGO BAY SMOKE DETECTOR ILLUMINATED WARNING LIGHT - CARGO COMPARTMENT EXTINGUISHER FIRED - CHECK OF COMPARTMENT COULD FIND NO EVIDENCE OF SMOKE OR FIRE - SUSPECT CAUSED BY HIGH HUMIDITY									
7250		SAAB 340B	GE CT79B	ROTOL R3754123F21	GE CT79B	BLADE 785265	SEPARATED TURBINE SECTION		2/25/97 AU970180
*****	(AUS) LH ENGINE NO3 BEARING SPALLED - 2ND STAGE TURBINE BLADE BROKEN CAUSING EXTENSIVE DAMAGE TO HOT END SECTION AND POWER TURBINE COMPONENTS								
7260		SAAB 340B	GE CT79B	ROTOL R3754123F21		O-RING J221P035	DAMAGED RT ENG STARTER		3/5/97 AU970220
(AUS) RH ENGINE STARTER DRIVE SEAL FLANGE 'O' RING SEAL DAMAGED - FLANGE SEAL HAD BEEN CHANGED 1.2 HOURS PREVIOUS - SUSPECT PERSONNEL/MAINTENANCE ERROR									
3230		SWRNG SA227AC	GARRTT TPE33111U			PIPE 27810321013	LEAKING LANDING GEAR RET		3/29/97 AU970289
(AUS) LH MAIN LANDING GEAR 'UP' RIGID PIPE HOLED AND LEAKING - PIPE IS MANUFACTURED FROM ALUMINIUM ALLOY									

(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	18	12	2	3	0	8	0	43
	CA	0	25	15	0	8	1	20	8	77
	GL 03	0	0	0	0	0	12	0	0	12
	GL 05	0	5	0	0	0	0	0	0	5
	GL 19	0	1	0	0	0	0	0	0	1
	NE 03	0	0	1	0	0	0	0	0	1
	SW 11	0	1	0	0	0	0	0	0	1
AALA	SW 07	0	0	0	0	18	0	0	0	18
ABXA	GL 23	0	0	1	0	4	0	1	0	6
AMCR	GL 09	0	0	1	0	0	0	0	0	1
AMWA	CE 07	0	0	1	0	9	0	0	0	10
ASOA	SO 11	0	0	0	0	0	0	1	0	1
AWXA	WP 28	0	0	9	0	0	0	0	0	9
BAQR	EA 03	0	0	0	0	0	0	2	0	2
BTVR	GL 23	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	0	3	0	0	0	2	0	5
CKSA	GL 23	0	0	0	0	12	0	1	0	13
COMA	SO 01	0	0	5	0	0	0	0	0	5
DALA	SO 27	0	9	8	1	14	0	0	0	32
DHLA	SO 01	0	0	1	0	1	0	0	0	2
DJFR	EA 23	0	0	1	0	0	0	0	0	1
DOKA	GL 27	0	0	0	0	0	0	0	1	1
EIAA	NM 09	0	0	0	0	1	0	2	0	3
EISA	SW 07	0	2	0	0	0	0	0	0	2
F3LA	NM 03	0	0	2	0	1	0	0	0	3
FDEA	SO 25	0	1	2	0	4	0	1	0	8

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
GAIA	SW 07	0	0	1	0	0	0	0	0	1
GLBA	CE 01	0	12	4	0	0	1	1	0	18
GTIA	GL 23	0	1	4	0	0	0	0	0	5
HALA	WP 13	0	1	2	0	6	0	0	0	9
HEEA	SW 03	0	0	1	0	0	0	0	0	1
IPXA	SO 01	0	0	3	0	0	0	0	0	3
JBXA	SO 05	0	1	0	0	1	0	0	0	2
JZBR	EA 25	0	1	0	0	0	0	0	0	1
K3GR	WP 23	0	1	0	0	0	0	0	0	1
K3HA	EA 25	0	0	5	0	1	0	1	0	7
KT3R	WP 07	0	0	0	0	35	0	1	0	36
L2KA	SO 17	0	0	0	0	1	0	0	0	1
MASA	SW 07	0	0	3	0	3	0	0	0	6
MOGA	GL 25	0	1	0	0	0	0	0	0	1
MWEA	GL 31	0	2	3	0	5	0	1	0	11
NWAA	GL 01	0	1	15	0	0	0	4	0	20
ORJA	WP 11	0	2	1	0	1	0	2	1	7
P5CA	WP 23	0	0	1	0	4	0	1	0	6
PLGA	NE 05	0	1	4	0	0	0	6	0	11
OXEA	NM 09	0	2	12	0	1	1	0	0	16
R7MA	NM 11	0	0	0	0	0	0	1	0	1
RAAA	AL 03	0	0	0	0	6	0	0	0	6
RO3R	CE 03	0	1	0	0	0	0	0	0	1
RRXA	WP 15	0	1	1	0	1	0	0	0	3
SADF	SO 23	0	0	1	0	0	0	0	0	1
SIMA	SW 21	0	0	10	0	25	0	4	0	39
SRAA	GL 23	0	1	1	0	1	0	0	0	3

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
SWIA	NM 07	0	1	0	0	0	0	0	0	1
TC8A	GL 23	0	1	0	0	0	0	0	0	1
TIIR	SW 05	0	0	1	0	0	0	0	0	1
USAA	EA 19	0	4	47	0	12	0	1	0	64
VJ6A	SO 11	0	0	2	0	0	0	0	0	2
VNNA	GL 07	0	0	2	0	0	0	0	0	2
VTZA	EA 27	0	8	18	0	1	1	2	0	30
W8PA	NM 03	0	1	6	0	0	0	0	0	7
WTAA	WP 17	0	1	2	0	4	0	0	0	7
WWMA	WP 15	0	2	3	0	0	0	0	0	5
XC4R	SO 19	0	0	1	0	0	0	0	0	1
YL1R	SW 11	0	0	1	0	0	0	0	0	1
ZZDA	SO 15	0	0	1	0	8	0	0	0	9
TOTALS		0	110	218	3	191	16	63	10	611

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	6	1	7
AEROSP	ATR42*	0	0	0	0	0	1	0	0	1
AEROSP	ATR42300	0	0	6	0	15	0	4	0	25
AEROSP	ATR72212	0	0	1	0	10	0	0	0	11
AIRBUS	A300B4622R	0	0	1	0	0	0	0	0	1
AIRBUS	A310203	0	0	1	0	0	0	0	0	1
AIRBUS	A310304	0	1	0	0	0	0	0	0	1
AIRBUS	A310324	0	0	1	0	0	0	0	0	1
AIRBUS	A320211	0	5	2	0	0	0	2	0	9
AIRBUS	A320231	0	0	1	0	0	0	0	0	1
AMD	FALCON50MYST	0	0	1	0	0	0	0	0	1
AMD	FALCON900	0	3	1	1	0	0	0	0	5
BAC	111401AK	0	0	1	0	0	0	0	0	1
BAC	146200A	0	1	1	0	0	0	2	0	4
BAC	AVRO146RJ100	0	0	1	0	0	0	0	0	1
BAG	BAE146200A	0	0	1	0	0	0	0	0	1
BAG	JETSTM3101	0	0	2	0	1	0	0	0	3
BAG	JETSTM3107	0	0	1	0	0	0	0	0	1
BAG	JETSTM3201	0	2	7	0	0	0	2	0	11
BBAVIA	7ECA	0	0	0	0	0	0	0	1	1
BEECH	1900C	0	4	1	0	0	1	1	0	7
BEECH	1900C	0	0	0	0	1	2	0	0	3
BEECH	1900D	0	8	4	0	12	0	1	0	25
BEECH	1900D	0	0	1	0	0	6	1	0	8
BEECH	200BEECH	0	0	0	0	0	0	1	0	1
BEECH	200CBEECH	0	0	1	0	0	0	0	0	1
BEECH	65A90	0	0	0	0	0	0	1	1	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BEECH	95B55	0	0	0	0	0	0	0	1	1
BOEING	720023B	0	1	0	0	0	0	0	0	1
BOEING	727171C	0	0	1	0	2	0	1	0	4
BOEING	727212	0	0	0	0	1	0	0	0	1
BOEING	72721C	0	0	0	0	1	0	0	0	1
BOEING	727221	0	1	0	0	0	0	0	0	1
BOEING	727225	0	1	7	0	0	0	1	0	9
BOEING	727225	0	0	0	0	30	0	1	0	31
BOEING	727227	0	0	0	0	0	0	2	0	2
BOEING	72722C	0	0	0	0	0	0	1	0	1
BOEING	727230	0	0	0	0	1	0	0	0	1
BOEING	727232	0	1	2	0	4	0	0	0	7
BOEING	727247	0	3	2	0	3	0	0	0	8
BOEING	727251	0	1	3	0	0	0	0	0	4
BOEING	727251	0	0	0	0	5	0	0	0	5
BOEING	72725C	0	0	1	0	0	0	0	0	1
BOEING	727277	0	0	0	0	0	0	1	0	1
BOEING	72727C	0	0	0	0	3	0	0	0	3
BOEING	7272A7	0	1	0	0	0	0	0	0	1
BOEING	7272Q8	0	0	0	1	0	0	0	0	1
BOEING	737201	0	0	6	0	1	0	0	0	7
BOEING	737217	0	1	0	0	0	0	0	0	1
BOEING	737242C	0	2	0	0	0	0	0	0	2
BOEING	737247	0	3	0	0	0	0	0	0	3
BOEING	737275	0	1	2	0	0	0	3	0	6
BOEING	737275C	0	1	0	0	0	0	0	0	1
BOEING	737277	0	0	3	0	0	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737296	0	1	0	0	0	0	0	0	1
BOEING	7372A6	0	0	1	0	0	0	0	0	1
BOEING	7372B7	0	0	5	0	7	0	0	0	12
BOEING	7372C0	0	0	0	0	0	0	1	0	1
BOEING	7372L9	0	0	1	0	8	0	0	0	9
BOEING	7372T5	0	0	1	0	0	0	0	0	1
BOEING	7372T7	0	1	1	0	0	0	0	0	2
BOEING	737301	0	0	1	0	0	0	0	0	1
BOEING	73733A	0	1	0	0	0	0	0	0	1
BOEING	73733R	0	1	1	0	0	0	0	0	2
BOEING	737377	0	2	0	1	0	0	0	0	3
BOEING	7373B7	0	0	10	0	1	0	0	0	11
BOEING	7373G7	0	0	2	0	0	0	0	0	2
BOEING	7373L9	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	0	1	0	0	0	0	0	1
BOEING	737401	0	0	1	0	0	0	0	0	1
BOEING	737476	0	2	0	0	1	0	0	0	3
BOEING	747121	0	0	1	0	0	0	0	0	1
BOEING	747122	0	0	0	0	1	0	0	0	1
BOEING	747123	0	0	1	0	2	0	0	0	3
BOEING	747146	0	0	0	0	11	0	0	0	11
BOEING	747238B	0	0	2	0	0	0	0	0	2
BOEING	747249F	0	0	0	0	1	0	0	0	1
BOEING	747283B	0	0	0	0	0	0	1	0	1
BOEING	747312	0	1	0	0	0	0	0	0	1
BOEING	747338	0	1	0	0	0	0	0	0	1
BOEING	747438	0	1	2	0	0	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747451	0	0	1	0	0	0	0	0	1
BOEING	747SP38	0	2	0	0	1	0	0	0	3
BOEING	747SR46	0	0	0	0	1	0	2	0	3
BOEING	757232	0	0	1	0	0	0	0	0	1
BOEING	7572B7	0	0	4	0	0	0	0	0	4
BOEING	7572G7	0	0	1	0	0	0	0	0	1
BOEING	767232	0	0	0	0	5	0	0	0	5
BOEING	767338	0	1	0	0	0	0	0	0	1
BOEING	7673P6	0	0	1	0	0	0	0	0	1
BRAERO	BAE125800A	0	2	0	0	0	0	0	0	2
BRAERO	HS125700A	0	0	1	0	0	0	0	0	1
CESSNA	150L	0	0	0	0	0	0	0	1	1
CESSNA	414A	0	0	0	0	0	0	0	2	2
CESSNA	550	0	1	0	0	0	0	0	0	1
CESSNA	650	0	2	1	0	0	0	0	0	3
CESSNA	U206F	0	1	0	0	0	0	0	0	1
CNDAIR	CL2151A10	0	1	0	0	0	0	0	0	1
CNDAIR	CL6002B19	0	0	1	0	0	0	0	0	1
CVAC	340CVAC	0	1	0	0	0	0	0	0	1
DHAV	DHC2MK1	0	0	0	0	0	0	2	0	2
DHAV	DHC3	0	1	0	0	0	0	0	0	1
DHAV	DHC6300	0	0	1	0	0	0	0	0	1
DHAV	DHC7102	0	0	0	0	4	0	0	0	4
DHAV	DHC8101	0	0	0	0	0	0	1	0	1
DHAV	DHC8102	0	2	7	0	2	0	1	0	12
DHAV	DHC8102	0	0	2	0	0	0	0	0	2
DHAV	DHC8201	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DHAV	DHC8202	0	0	1	0	0	1	0	0	2
DHAV	DHC8301	0	1	0	0	0	0	0	0	1
DHAV	DHC8311	0	1	0	0	0	0	0	0	1
DORNER	DO328100	0	0	2	0	0	0	0	0	2
DOUG	DC1010	0	1	1	0	1	0	0	0	3
DOUG	DC1030	0	0	1	0	19	0	0	0	20
DOUG	DC1040	0	0	0	0	0	0	2	0	2
DOUG	DC861	0	0	0	0	1	0	0	0	1
DOUG	DC862	0	1	0	0	0	0	0	0	1
DOUG	DC863	0	0	0	0	1	0	1	0	2
DOUG	DC863F	0	0	1	0	2	0	0	0	3
DOUG	DC871F	0	0	1	0	0	0	0	0	1
DOUG	DC873F	0	0	3	0	1	0	0	0	4
DOUG	DC8F54	0	1	0	0	0	0	0	0	1
DOUG	DC914	0	0	1	0	0	0	0	0	1
DOUG	DC915	0	0	0	0	0	0	1	0	1
DOUG	DC915F	0	0	1	0	0	0	0	0	1
DOUG	DC931	0	1	14	0	4	0	0	0	19
DOUG	DC932	0	5	11	0	6	0	1	0	23
DOUG	DC951	0	0	4	0	5	0	0	0	9
DOUG	DC981	0	0	4	0	0	0	0	0	4
DOUG	DC982	0	1	5	0	1	0	0	0	7
DOUG	DC983	0	0	1	0	0	0	1	1	3
DOUG	DC987	0	0	0	0	0	0	1	0	1
DOUG	MD11	0	1	0	0	0	0	0	0	1
DOUG	MD9030	0	2	0	0	0	0	0	0	2
EMB	EMB120	0	1	1	0	0	0	1	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EMB	EMB120ER	0	1	0	0	0	0	0	0	1
EMB	EMB120RT	0	2	6	0	3	0	1	0	12
FOKKER	F27MK50	0	1	0	0	0	0	0	0	1
FOKKER	F28MK0100	0	4	10	0	2	0	1	0	17
FOKKER	F28MK4000	0	0	9	0	0	0	0	0	9
FRCHLD	SA227CC	0	0	1	0	0	0	0	0	1
FRCHLD	SA227DC	0	1	0	0	0	0	1	0	2
GULSTM	G1159A	0	1	0	0	0	0	0	0	1
ISRAEL	1124	0	1	0	0	0	0	0	0	1
ISRAEL	1125	0	1	0	0	0	0	0	0	1
JETAIR	JETSTM4101	0	6	11	0	1	1	0	0	19
LEAR	35A	0	0	0	0	0	0	2	0	2
LKHEED	1011385115	0	0	1	0	2	0	0	0	3
LKHEED	10113853	0	0	1	0	0	0	0	0	1
LKHEED	188A	0	0	0	0	0	1	0	0	1
LKHEED	188C	0	0	0	0	6	0	0	0	6
LKHEED	382E	0	1	0	0	1	0	0	0	2
MTSBSI	MU2B60	0	0	0	0	0	0	1	0	1
PIPER	PA31350	0	0	0	0	0	0	0	1	1
PIPER	PA44180	0	0	0	0	0	0	1	0	1
PIPER	PA60600	0	0	0	0	0	0	0	1	1
RKWELL	700	0	0	0	0	0	0	1	0	1
RKWELL	NA26565	0	1	0	0	0	0	0	0	1
SAAB	340B	0	2	6	0	0	0	3	0	11
SAAB	340B	0	1	0	0	0	0	2	0	3
SAAB	SF340A	0	1	4	0	0	0	3	0	8
STBROS	SD360	0	0	0	0	0	2	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	11-18	21-29	SDR TOTALS BY FAA ATA SYSTEM CHAPTER				71-79	80-85	TOTAL
				30-38	45-49	51-57	61-67			
SWRNGN	SA226T	0	1	0	0	0	0	0	0	1
SWRNGN	SA227AC	0	2	0	0	0	0	0	0	2
SWRNGN	SA227AC	0	0	1	0	0	1	0	0	2
TOTALS		0	110	218	3	191	16	63	10	611

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**12/7/97 To 12/13/97 ISSUE: 97-50 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
AMCR	AMWAY CORP	GL09
AMWA	AIR MIDWEST INC	CE07
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AWXA	AMERICA WEST AIRLINES INC	WP28
BAOR	CORPORATE JETS MAINTENANCE INC	EA03
BTVR	CHRYSLER PENTASTAR AVIATION INC A S	GL23
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
DJFR	MILLER AVIATION INC	EA23
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
F3LA	FRONTIER AIRLINES INC	NM03
FDEA	FEDERAL EXPRESS CORP	SO25
GAIA	KITTY HAWK AIRCARGO INC	SW07
GLBA	GREAT LAKES AVIATION LTD	CE01
GTIA	SPIRIT AIRLINES INC	GL23
HALA	HAWAIIAN AIRLINES INC	WP13
IPXA	UNITED PARCEL SERVICE CO	SO01
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JZBR	JET AVIATION OF AMERICA INC	EA25
K3GR	GAR ENTERPRISES	WP23
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
KT3R	GORDON B HAMILTON CO	WP07
L2KA	LAKER AIRWAYS INC	SO17
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NWAA	NORTHWEST AIRLINES INC	GL01
ORJA	RENO AIR INC	WP11
P5CA	POLAR AIR CARGO INC	WP23
PLGA	BUSINESS EXPRESS INC	NE05
QXEA	HORIZON AIR INDUSTRIES INC	NM09

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RO3R	MIDCOAST AVIATION INC	CE03
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SADF	SOCIEDAD AERONAUTICA MEDELLIN	SO23
SIMA	SIMMONS AIRLINES INC	SW21
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWIA	SKYWEST AIRLINES INC	NM07
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TI1R	OMNIFLIGHT HELICOPTERS INC	SW05
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VNNA	Unknown	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
XC4R	FUTURE AVIATION INC	SO19
YL1R	FALCON JET CORP	SW11
ZZDA	AIRTRAN AIRWAYS INC	SO15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data System Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.